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# Navy News

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No. 16 SEPTEMBER 1955

The Official Newspaper of the Portsmouth Command

Price Threepence

## ON DRAFT!

## FIRST AUSTRALIAN NAVAL JET SQUADRON

*808, 816 and 817 Squadrons  
formed at Culdrose*

THE FIRST three jet and turbo-jet squadrons for the Fleet Air Arm of the Royal Australian Navy were officially formed at the R.N. Air Station, Culdrose, near Helston, Cornwall, on August 23.

They are 808 Squadron equipped

squadrons on August 23 was marked by a ceremony attended by the High Commissioner for Australia (Sir Thomas White, K.B.E., D.F.C.), arriving at the air station at 11.00 a.m. in a Sea Devon aircraft of the Royal Navy.



A de Havilland Sea Venom

with eight Sea Venoms and 816 and 817 Squadrons each operating six Gannets. Manned completely by officers and ratings of the Australian Navy, the squadrons go to Australia in March of next year in H.M.A.S. Melbourne, the new aircraft carrier for the R.A.N., now building at Barrow-in-Furness.

In Australia they will be disembarked to the Naval Air Station at Nowra, New South Wales, headquarters of the Australian Fleet Air Arm formed since the end of World War II.

The formation of the new

Also present were the Flag Officer Air (Home), Vice-Admiral Caspar John, C.B., and the Flag Officer Flying Training, Rear-Admiral Guy Willoughby, C.B., who was the Fourth Naval Member (the Naval Air Member) of the Australian Commonwealth Naval Board from 1948-50.

The High Commissioner addressed the squadrons and took the salute at a march past. After lunch a token number of Sea Venoms and Gannets flew over the airfield. The High Commissioner was escorted by Sea Venoms for the start of his return flight to Northolt.

## Drafting Forecast Commissioning Programme

### For General Service

September 2nd: H.M.S. Protector\* commissions at Plymouth for a 12-months commission in South Atlantic.

October 4th: H.M.S. Kenya\* commissions at Rosyth for General Service, West Indies and Home Fleet.

November 8th: H.M.S. Undine commissions at Portsmouth for Mediterranean and Home Fleet.

November 23rd: H.M.S. Chevron and H.M.S. Chaplet commission at Portsmouth for Mediterranean and Home Fleet.

Early January: H.M.S. Vanguard commissions for General Service in Mediterranean and Home Fleet.

### For Foreign Service

Mid-November: H.M.S. Newcastle commissions at Singapore for Far East Station.

Early December: H.M.S. Modeste commissions at Singapore for Far East Station.

Note: The ships' companies of ships marked \* have been completed and although volunteers can be accepted, their chances of acceptance are small because the only vacancies will be those resulting from sickness, etc., among men already detailed.

## United Services Rugby Football Club

THE 1955-56 SEASON  
COMMENCES ON  
SEPTEMBER 5.

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## PORTSMOUTH Navy News

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O.B.E., F.R.G.S., R.N.  
Royal Naval Barracks, Portsmouth  
Tel.: Portsmouth 74571 (Ext. 2913)

### EDITORIAL

THIS IS the last issue of PORTSMOUTH NAVY NEWS in its present form. From October 1 in addition to being the Portsmouth Command Newspaper we also become the Official Journal of the Royal Naval Association. This will by no means detract from the paper, but will be a means of giving news of the Navy to our shipmates who have retired, and at the same time give news of the Association to the Navy.

To provide space for this extra news the paper will be increased to 16 pages, but the cost will remain the same.

This decision to incorporate the Royal Naval Association with NAVY NEWS has the unanimous approval of your Committee, and we are confident that it will be welcomed by all our readers.

Basically the paper will remain the same, and contain the features which have been so popular. With the extra space available it is our intention to introduce new features for which we have had many requests. These will include film reviews, and the story of ships of the Royal Navy. Each month a ship will be chosen and, together with a photograph and the crest, there will be a history of the ships bearing that name. The first ship to be spotlighted will be H.M.S. Theseus.

NAVY NEWS has now been in existence 16 months. Sales have increased with every issue, and we have never lacked material. We are grateful to all contributors and advertisers, and for the support we have received, not only from the Command but from the whole of the Navy. We face the future with every confidence, knowing that we have with us the enthusiastic support of all our readers.

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## IMPROVEMENTS IN NAVAL UNIFORM

THE TRADITIONAL naval uniform, which has left its stamp upon the seafaring nations of the world, is gradually being changed to conform with modern ideas and technical advances. It has always been the aim of the Admiralty to provide the sailor with a kit which is adequate to meet the climatic conditions of both the polar and equatorial seas without overloading either him, or the limited storage space in his ship, with redundant items of clothing.

In recent years the following steps have been taken to implement this policy:

For increased comfort the sailor has been issued with sheets and pyjamas and, undergoing trials, are jumpers and blue jean collars that do not have to be donned by pulling them over the head, and trousers with side pockets and a zip fastening. For general wear is issued a raincoat into which can be buttoned a warm lining for cold weather.

Special protective clothing for cold and wet weather is stored in the ship and lent to the men on watch in exposed positions, or anyone else who has need of them, thus reducing the baggage that a man has to carry when

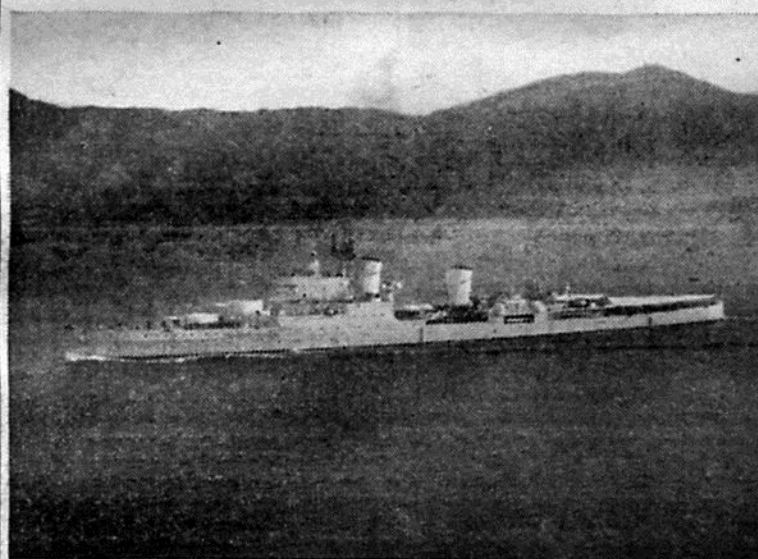
changing ships or proceeding on leave. The old oilskin garments, effective but very sticky in warm weather, have given place to others made of improved materials and scientifically designed for maximum protection.

The knee high rubber and leather seaboots are being superseded by half wellingtons, much more comfortable articles of footwear, reaching midway up the calf of the leg.

Improvements in the hygienic preparation of food are now matched in the ship's galley by the spotless white of the cook's working clothing. Plastic aprons are being tried out with a view to their replacing the present oilskin apron and possibly also the ordinary white apron.

To be anticipated in the future are camp bed hammocks that can, as the name implies, be used in either role afloat by the attachment of metal fittings loaned for the purpose; easy to clean caps with white plastic tops; and sundry items of special clothing such as boiler and battery cleaning outfits of plastic material; light footwear with non-skid soles for cooks and engineroom ratings; and, finally, special working caps for engineroom and aircraft maintenance ratings.

## H.M.S. NEWCASTLE TO VISIT AUSTRALIA



H.M.S. NEWCASTLE (Capt. R. B. Honnywill, R.N.), wearing the flag of Vice-Admiral R. F. Elkins, C.B., C.V.O., O.B.E., Flag Officer Second-in-Command Far East Station, left

Singapore, headquarters of the Far East Fleet, on August 26 for an extended cruise in Australian and New Zealand waters.

The six weeks' programme includes visits to Perth (September 2-7), Melbourne (September 12-16), Dunedin (September 20-23), Wellington (September 24-27), Auckland (September 28-October 1), Sydney (October 5-11), and Newcastle (October 12-15).

Recently, on returning from combined exercises, the Newcastle sailed up the east coast of Malaya and carried out a two-day bombardment of terrorist positions in the Johore area. During this operation she fired 300 shells at a range of about six miles.

### Rear-Admiral N. E. DALTON

REAR-ADMIRAL Norman E. Dalton, who becomes one of the two Deputy Engineers-in-Chief in the autumn, is at present serving as the Senior Engineer Officer on the staff of the Commander-in-Chief, Portsmouth. Born in February, 1904, he joined the Royal Navy as a Dartmouth cadet in 1917. He served at Bath from July, 1939, to June, 1944, when he became Commander (E) in the aircraft carrier Victorious, remaining with the ship for two years. Promoted to the rank of Captain in December, 1946, he served with the Director of Aircraft Maintenance and Repair from July, 1948, to July, 1950. He was then appointed an Assistant Engineer-in-Chief and continued to serve as such until December, 1952. He reached Flag rank in April, 1954.

Rear-Admiral N. E. Dalton, O.B.E., has been appointed for duty with Engineer-in-Chief, Admiralty, Bath, and as a Deputy Engineer-in-Chief, Vice-Rear-Admiral I. G. Maclean, C.B., O.B.E., with effect from October 3, 1955.

## SPORTSMAN OF THE MONTH



CHIEF PETTY Officer Staff Instructor William Holt has had a long and varied sporting career since joining the Royal Navy as a boy in 1927. To most of the present generation he is a familiar figure at all the major sporting events. During the past fifteen years more and more of his time has been spent officiating at athletics and boxing meetings and soccer matches; a full time, all the year round, occupation.

As a boy he was a member of the first class to go to St. Vincent, then Forton Barracks, after it had been relinquished by the Royal Marine Light Infantry. Whilst there he played both soccer and hockey for the establishment and was a member of the St. Vincent team in the Inter-Boys establishments boxing tournament. After leaving St. Vincent he played soccer regularly and in 1932 played left-half for the Mediterranean Fleet XI. His soccer career came to an abrupt end during that year when he had two bad accidents, and as the medical profession put an end to all further land sports, he took up water polo instead. For a keen sportsman the termination of sporting activities leaves a void which has to be filled and, not unnaturally, the choice for Holt was that of officiating at sports. It is in this capacity that we probably know him best.

In 1936 Holt qualified as a referee in water polo and hockey, and two years later as a first class soccer referee. In 1951 he became the first rating to qualify as a boxing referee under the revised I.S.B.A. laws, and he is now the only rating two star

referee. He is a fully qualified Amateur Athletics Association official in field and track events. He was also the first rating to act as a judge during the fencing competitions at the Royal Tournament, which he did in 1952.

As a boxing referee Holt is a well-known figure at Portsmouth Command boxing meetings. He refereed at the I.S.B.A. Championships in 1953, again the first rating to do so, at an international meeting between the I.S.B.A. and the Sparta Club of Denmark in 1951, and was selected as a judge for the Amateur International meeting between Great Britain and Italy in the same year.

Soccer refereeing has always been C.P.O. Holt's "forte," and he can muster Navy Cup finals among the many matches in which he has taken part. He is now an examiner for soccer referees and is on the Hampshire County referees' panel.

On September 1, Holt leaves the R.N. School of P.T., where he has been Chief Staff Instructor for the past three years. He has been appointed Chief Physical Trainer in the Home Fleet Flagship, H.M.S. Tyne, and will, we hope, be a familiar figure at Portsmouth's sporting activities for some time to come. "It is an ill wind . . ." is a well worn cliché, but it is interesting to speculate as to what C.P.O. Holt's sporting activities might have been had he not had the setback of two accidents. We venture to suggest that he has "made his name," and has been a most valuable asset as a sporting official.

## COOKS AND STEWARDS VOLUNTEERS FOR OVERSEAS SERVICE

THE OVERSEAS service for ratings of the cook (O) and steward branches is limited by the employment on foreign station of local entries (Maltese, Chinese, Goanese). This makes it all the more important that volunteers should send their names in to the Drafting Office, through their divisional and commanding officers, so that where possible those who wish to go shall go. When reading the commissioning forecast cooks (O) and stewards should note that, for the present, Portsmouth men serve, or will serve, only in the following ships:

Foreign Service:  
None.

### General Service:

Albion, Kenya, Magpie, Morecambe Bay, Protector.

But there are, of course, a number of home sea billets for cooks (O) and stewards, and billets for stewards (and cooks (S)) in Fleet Air Arm squadrons.

### COOKS (S)

For the present the only ships on foreign or general service that are to carry locally entered cooks (S) are Loch Fada and Loch Killisport, Woodbridge Haven and the 108th M/S Squadron. Otherwise all Portsmouth ships carry Portsmouth cook (S) ratings.

## A.F.Os. OF INTEREST MARRIAGE ALLOWANCES

REPRESENTATIONS HAVE been received through Parliamentary channels that delays are occurring in the payment of marriage allowance to wives of R.N.S.R. personnel called up for annual training.

To obviate delays the provisions of A.F.O.2861/53 (Reserves—Royal Naval Reserves—Delay in rendering of Form S.1032), particularly paragraph 4 (C) thereof should be strictly observed.

Pending reprint the following note should be reproduced locally and attached to heading of Form S.1032:—

"To be forwarded by Commanding Officers direct to D.N.A.9 Bath for ratings of the R.N.R., R.N.V.R. and R.N.S.R. within 24 hours of their arrival for training."

S.1032 Page 4 Part E Authority for signature may be delegated by Commanding Officer.



# H.M.S. DOLPHIN

FOR A submarine base the name Dolphin provides an instance of apt metaphor for the dolphin, so, too, its near relatives, the whale and porpoise, must surface to breathe. The name also provides, as there have been several ships so named, a nautical character and naval vigour for the uneventful background of Blockhouse Fort. In company with other vessels whose names are household words in the Submarine Service, some of these previous Dolphins may be seen in a set of paintings (by Harold Wyllie) which adorn the Officers' Mess.

## The First Dolphin

For the emergency which the Spanish Armada provoked, the City of London fitted out the Dolphin of Leigh (William Hare, master), 110 tons. She carried a crew of 70. Her peace time armament of 14 hand guns and 8 muskets had been augmented by the extra artillery of sakers, minions, falcons and fowlers. There is no record as to the precise part she played nor is there information as to the actions in which she was engaged. All we know is that this small and unpretentious coasting vessel launched us, without fuss or fancy, upon the adventurous waters of naval service. So began the Dolphin tradition.

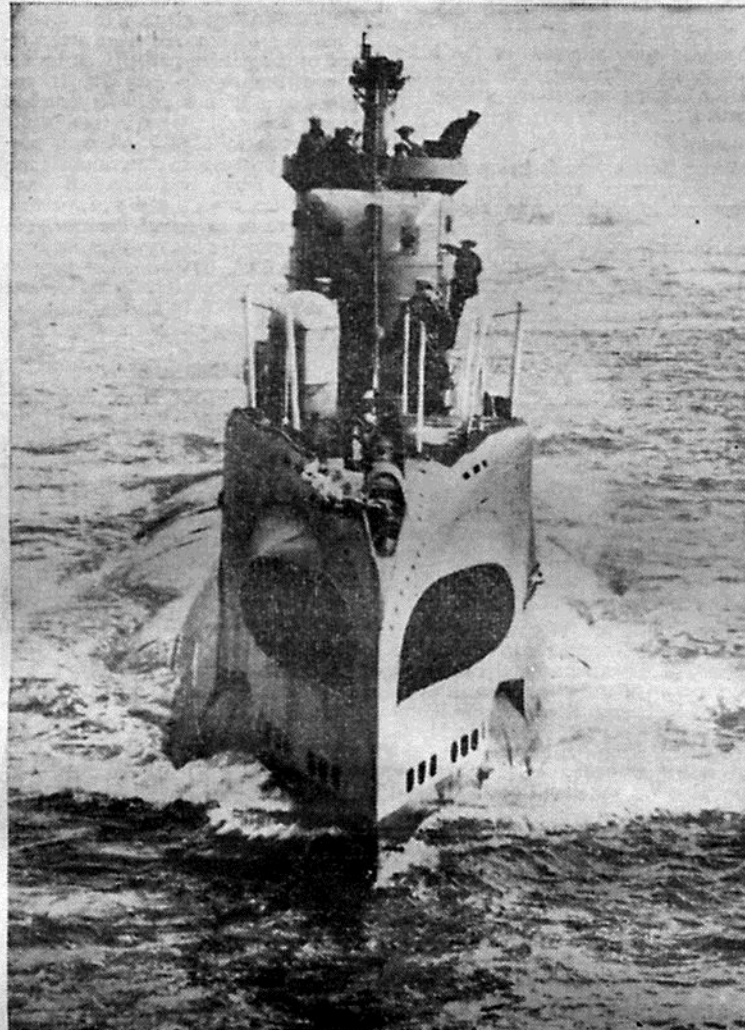
## Second, Third and Fourth Dolphins

The next three ships in dolphin succession saw little spectacular service. The second Dolphin (30 guns), captured from the Dutch in 1652, took part, Capt. Robert Davis in command, in the battles of Portland and North Foreland (1653)—she was sold out of the service in 1657. The third, built in 1655 as the Wexford, was renamed Dolphin in 1660. There is reason to believe she was employed as a fire ship in the Battle of Beachy Head (1690). The fourth, built in 1690, of 26 guns while patrolling off the west coast of Ireland recaptured a prize from a French privateer (1693).

## The Fifth Dolphin

The fifth Dolphin had an interesting career. She was built at Woolwich in 1755 to the design of Mr. Fellowes. Of 511 tons she carried a crew of 160, and 24 guns. Under the command of Capt. Benjamin Marlow, Dolphin was one of the squadron which was engaged in the abortive Minorca operations for which Admiral John Byng was court-martialled and shot in 1756. In 1758 Dolphin, with the Hussar (28), sunk the French Alcion (44), and later in the year, in company with the Solebay (20), an indecisive action with the French privateer, Marechal de Belle Isle, took place. Both English ships were extensively damaged aloft.

In 1764, under the command of Capt. Byron, grandfather of Lord Byron, the poet, Dolphin and Tamar (14) set out to make discoveries of countries hitherto unknown. These two ships, in pursuit of this plan, circumnavigated the globe. Although the discoveries were not impressive, Byron's work stamped him as an able forerunner to Capt. Cook. Soon after the return of these vessels, the Dolphin and Swallow (14), in command of Capt. Samuel Wallis, set out in 1766 to continue and to extend the discoveries made by Byron. Soon after clearing the Straits of Magellan the two ships parted—this was unfortunate as the Dolphin carried the stores for both. Tahiti, Easter and other islands were discovered by Wallis who, returning via Batavia and



H.M. Submarine Tally Ho

the Cape of Good Hope, arrived home in 1768. The Swallow, which also circumnavigated the world, anchored in Spithead ten months after Dolphin's return. These voyages of discovery served to provide a nucleus of trained personnel for Capt. Cook's South Sea excursions.

## The Sixth Dolphin

The sixth Dolphin, 44 guns, was built about 1780—almost all her active service was spent in squadron activity: in 1781 the Battle of the Dogger Bank occurred. This clash between a Dutch squadron and one led by Hyde Parker was not characterized by capture of ships since both sides were anxious to preserve their convoys. Dolphin (Capt. William Blair) played her part in the dour struggle in which the Dutch Hollandia was sunk. In 1793 during the Blockade of Toulon, Dolphin (Cdr. James May) was employed as a hospital ship. Under Capt. Josiah Nisbet, Dolphin took part in operations when Minorca, and its garrison of 3,500, surrendered to Commodore Duckworth. In 1801, Dolphin was one of Lord Keith's squadron which took British troops to Egypt. It may well be asked why were British troops sent to Egypt—Nelson's victory at the Nile left Napoleon's troops stranded in Asia Minor, and although French efforts to return via Constantinople were frustrated at Acre by the British Navy, the presence of French troops in Egypt were considered reason enough. After angry and warlike exchanges the two armies settled matters by armistice.

## The Seventh Dolphin

In 1836 the 318 ton brigantine Dolphin, designed by Capt. Sir William Symonds, Surveyor to the Navy, was built at Sheerness. She carried three guns. Under the command of Lieut. Edward Littlehales, Dolphin sent her boats to capture the 170 ton Brazilian slaver, Firme, off Whydah, Gulf of Benim (1841). The South American revolt against Spanish rule had repercussions—in Banda Oriental (now Uruguay), civil war developed to such extent that Brazil asked Britain and France to intervene, either as umpires or as active agents, so that the warring parties might come to peaceable terms. As a result a motley force arrived in the Plate (1845) to achieve this purpose. But circumstance was not prepared to supply an easy solution—Dolphin, under the command of Lieut. Levinge, was one of a flotilla which proceeded upstream to permit foreigners the opportunity to escape from the consequences of civil strife. Some miles above Rosario an iron chain (shades of Blockhouse Fort) was stretched across the river. In the brisk and spirited action which developed, Dolphin greatly distinguished herself. The chain was severed, and Lieut. Levinge was promoted Commander. This action is now known as the Battle of Obligado. In 1852 the American brig, Mary Adeline, ran aground on a shoal in the River Congo. Lieut. Temple sent boats from the Dolphin such that the piratical native canoes which surrounded the brig were driven off.

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## SUBMARINE OLD COMRADES ASSOCIATION

DEVONPORT BRANCH OF S.O.C.A. is holding its Annual Dinner on Saturday, October 1, at the Royal Fleet Club, Devonport. Rear-Admiral G. B. H. Fawkes, C.B., C.V.O., C.B.E., has kindly consented to be Principal Guest.

The Portsmouth Branch wish to record deep appreciation of the many talented artistes who have made the well attended monthly socials so popular and genial. The Copnor Branch of the British Legion has kindly permitted use of its concert room for these monthly meetings. Any serving Submariner who cares to visit is cordially invited to do so: Monthly meeting and Social is held the fourth Monday in each month.

The Medway Towns Branch meet

### Fort Blockhouse

Blockhouse Fort assumed its naval mantle from the four gun sloop of 925 tons built at Middlesbrough in 1882. Engines gave her a speed of 10.5 knots, and her active service was spent in Egyptian waters as a troop transport. In March, 1885, troops (including a naval brigade) assembled at Suakin to crush Osman Digna—Dolphin took part in this expedition: one of her officers, Lieut. Montague Hamilton, was killed at Tofrik. The Dervishes in the Suakin area, towards the end of 1890, began to show signs of reviving military activity, and Dolphin ferried 2,000 troops to Trinkitat. A Dolphin officer, Lieut. Christopher Cradock, accompanied the troops inland. In 1897 Dolphin was fitted as a sail training ship at a cost of £9,195, and after a period of service at Portland, came to Blockhouse. Thus the first flagship of the Submarine Service was the last of the three-masted sailing ships.

every third Thursday of each month in the Club Room, The Old Lord Raglan, Chatham Hill, Chatham, at 8 p.m. The annual reunion dinner will be held some time in October. Details about this will be given in the subsequent issue of NAVY NEWS.

### To Build Own Club

In February of this year, the Submarine Old Comrades Association, London, set out to build its own Headquarters, a Club where Ex-Submariners of all times may meet, and re-live past experiences with old ships, a Club where we can hold social activities of all kinds.

There will be a Library for photographs and books, and of course, with "Jolly Rogers" and plaques around the hall, the Club will have a real Submarine atmosphere.

These are only ideas at present, and we shall need a lot of money and time before they become a reality. We in London think this is worth striving for, and hope that when our dreams are accomplished we shall see many ex-Submariners from all over the country.

Our aim in putting an article in NAVY NEWS is to try to reach the ex-Submariners in all parts of the world, as we should like to know what they think of our ideas. If they have any ideas, suggestions or advice for us, we shall be very pleased to hear from them.

W. J. SHERRINGTON,

8 Pastor Street, London,

S.E.11.

### ACCOMMODATION ?

See Page 11



This unusual aerial photograph shows H.M. Royal Yacht Britannia sailing with her escort in the Mediterranean



# W.R.N.S. NOTES . . .

## W.R.N.S. Officers

THE W.R.N.S. Officers and ratings serving in H.M.S. Mercury were sorry to say good-bye to First Officer J. M. Harris last month. She held the appointment Officer-in-Charge, W.R.N.S., H.M.S. Mercury, for the past two and a half years. Everyone wishes her happiness on her retirement from the Service.

A warm welcome is extended to First Officer J. C. Sutton, W.R.N.S., who has been appointed in place of First Officer Harris, and it is hoped that her stay will be long and happy.

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## Television

H.M.S. Excellent has been pleased to report that very shortly a television set will be installed in the Wrens' recreation rooms.

## Duchess of Kent Barracks—Dance

The W.R.N.S. ratings in the Duchess of Kent Barracks held a dance there on July 19. Captain and Mrs. McGeech, Commander and Mrs. Muir and Chief Officer S. H. Broster were among their guests.

The dance was very much enjoyed, and thanks are due to the Dance Committee, and to the Master of Ceremonies, Petty Officer Ellington, Royal Navy.

## W.R.N.S. Ratings—H.M.S.

### Excellent

The W.R.N.S. Unit is sorry to be saying farewell to Leading Wren S. McGinty, a valuable member of their dance committee. She has recently been rated Leading Wren (Clothing) and is now being drafted to R.N.A.S. Lossiemouth.

The Unit is pleased to welcome Petty Officer Wren I. Evans, a badminton player, who served in H.M.S. Victory two years ago.

Also newly-joined is Wren V. J. Hale, a cinema operator. She is to be congratulated on recently obtaining a pass in the Ministry of Education Intermediate Arts and Crafts examination.

## SPORT

### COLLINGWOOD

#### Tennis

Two return matches have been played during the past month. The match against H.M.S. Daedalus resulted in a win for Daedalus, and the match against Mercury ended in a draw.

The Unit knock-out competition finals between L./Wren MacNaughton and Wren White finished with a victory for L./Wren MacNaughton. Results: 3-6, 6-4, 6-1.

#### Athletics

Wren Burtenshaw was selected as reserve in the Javelin throwing event at the Inter-Service Athletic Meeting.

## Cricket

At the end-of-season match against a team from the New Entries, Part I, the Wrens team lost by 12 runs.

## Swimming

Head V.A.D. Workman and Wren Heseltine were selected for the Inter-Command Swimming Championships in the Diving and Relay events respectively.

## Colours

Wren Burtenshaw is being awarded a "Collingwood" colour for her performance in athletics and her enthusiastic assistance with sport during the season.

## H.M.S. MERCURY

### Athletics

Wren B. A. Pimm was selected to represent the W.R.N.S. in the 100 yards and 4 x 100 Yards Relay at the Inter-Service Athletics at Aldershot. The W.R.N.S. team were second in the Relay.

### Cricket

R.P.O. Wren Simpson is to be congratulated on being selected to play for the W.R.N.S. team against Kent, the W.R.A.C. and the W.R.A.F.

### Swimming

The following Wrens swam for Portsmouth Command in the Inter-Command Championships. They have also been selected to train for the W.R.N.S. team: Wren P. H. Smith, Wren S. M. Lewis, Wren H. M. G. Crossley. Wren Alberry was also selected but owing to her training commitments she could not be spared.

## R.N. WOMEN'S LAWN TENNIS CHAMPIONSHIPS, WIMBLEDON

The following people serving in Portsmouth Command entered for the R.N. Women's Lawn Tennis Championships held at Wimbledon, August 1-6:-

First Officer M. I. Talbot, W.R.N.S., H.M.S. Victory.

Miss B. Beasley, Commandant V.A.D., R.N. Hospital, Haslar.

Second Officer O. E. Archer, W.R.N.S., R.M.B., Eastney.

Third Officer E. Bell, W.R.N.S., H.M.S. Mercury.

Wren E. M. McKee, H.M.S. Victory.

### Winners of the doubles:

Miss B. Beasley, Commandant V.A.D., R.N. Hospital, Haslar.

First Officer N. A. Swainson, W.R.N.S., H.M.S. Ariel.

### Winner of the singles:

First Officer N. A. Swainson, W.R.N.S., H.M.S. Ariel.

# Friendly Wives

## NORTH END BRANCH

THERE WAS no meeting this month. A number of our members were invited to the garden party given by the Vernon Branch on July 20. It was a glorious afternoon and everyone had a most enjoyable time in the lovely rose garden in H.M.S. Vernon, participating in the many ingenious competitions they had devised and enjoying ice cream and strawberries.

We were in charge of the crèche in the dockyard for Navy Days on Sunday, July 31st, but were not kept as busy as usual, possibly because there was no ship open to visitors that day down where the crèche is situated.

## Annual General Meeting

On August 9 our Hon. Treasurer, Mrs. Buckle, very kindly invited the Committee to have the Committee meeting and tea at her house. The lawn at Westbourne—where we spent a very pleasant afternoon in her most attractive old-world garden—and plans were drawn up for our activities during the coming season which starts on September 6 with the Annual General Meeting at 2.15 p.m. at Fisher Hall, Whale Island, when we hope to welcome a lot of new members.

## VERNON BRANCH

THE H.M.S. Vernon Branch R.N.F.U.S.W. held their annual Garden Party on Wednesday, July 20, on the Wardroom Lawn, H.M.S. Vernon, by kind permission of Capt. J. Grant, R.N.

It was a brilliantly sunny afternoon and the gardens, gay with flowers, formed an ideal setting for the occasion. Their festive appearance was enhanced by the addition of the brightly striped umbrellas shading the tables and the bright paintwork of the roundabouts, slides and other amusements erected to entertain the children.

There was a gratifying attendance and the guests, who included Mrs. Rutherford, Mrs. Burnett, Mrs. Tregenna-Piggott, Mrs. Bartlett and Mrs. Williams, as well as the Hon. Secretaries and some members of the North End and Southsea Branches, were received on arrival by the Chairman, Mrs. J. Grant.

Music was provided by a Royal Marine Band, by kind permission of Brigadier J. L. Moulton, R.M., Commanding Officer, Portsmouth Group, Royal Marines.

There were several competitions, one of the most popular being guess-the-weight, height and girth of Commander Emerson; the winner of this was Mrs. Dooley. The winners of the other competitions were Wren Reynolds, Mrs. Buck, Mrs. Dear, Mrs. Woodward, and Mrs. Speed.

Tea with strawberries and ice-cream was served by members of the Tea Committee and the afternoon was judged extremely enjoyable by all who attended.

Our thanks for the great success of the Garden Party are due to Capt. J. Grant, Commander C. Emerson, the Rev. W. H. Browne, other officers, ratings and W.R.N.S. who did so much to help us.

## Navy Days' Creche

Our members helped with the staffing of the Navy Days' Creche on July 31 and August 1, and some members also helped with the flag day collection on July 23 for the Voluntary Associations for the Old People and the Blind. This year members are helping with the creche at H.M.S. Vernon on Families' Day, August 31.

The next general meeting, which is to include "Tombola," will be held in the Wardroom Annexe, H.M.S. Vernon, at 2.15 p.m., on Wednesday, September 28. As this is the first full meeting of the new session, we hope to have a large number attending. Before this takes place, however, there are two further sewing meetings to be held on September 7 and 21, at 2.15 p.m. in the Wardroom Annexe, where everyone who can spare the time to help will be welcome.

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## 10,000th BABY



Dame Elisabeth Kelly shaking hands with Mrs. R. W. Collyer at the R.N. and R.M. Maternity Home

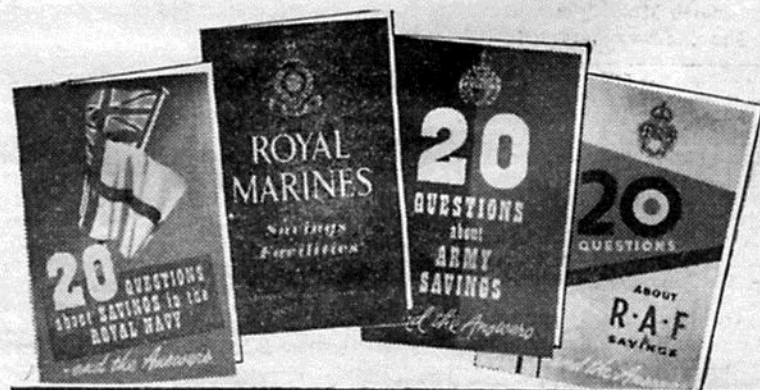
"BOWLANDS" PASSED a major milestone on August 1 when the wife of P.O. R. W. Collyer, of H.M.S. Vigo, presented him with the 10,000th baby to be born in the Home since it opened in 1922. This event was marked by a presentation by Alderman Frank Miles (the Deputy Lord Mayor of Portsmouth) of baby

Collyer's first National Savings Certificate. Dame Elisabeth Kelly, the Vice-Chairman of the Maternity Home, presented Mrs. Collyer with a floral tribute.

"Bowlands" looks forward to the future with confidence, and bookings for 1956 are an indication that its use to the wives of Royal Naval and

Royal Marine personnel will continue on an increasing scale.

The Annual General Meeting will be held in the Recreation Room, Duchess of Kent Barracks, at 3 p.m., on Monday, September 26, and the Council extend a hearty welcome to all who are interested in the work of the Home.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A., J.P.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,  
H.M. Forces Savings Committee,  
1 Princes Gate, London, S.W.7.



Have YOU a personal problem? . .

## ASK JOHN ENGLISH

### Roster Position

CAN YOU please clarify the roster for chief painter for me. The latest one reads as follows: Date of man top of roster, December 2, 1945; date of man bottom of roster, May 5, 1949. We do twelve years before we are placed on roster, the last one to be made was November, 1954, and several of us have not been placed on roster since 1949. My date is—or should be—December 2, 1951. Thanking you for any information on this subject.

*Answer: With reference to your letter regarding the roster for advancement to chief painter, the following details should clarify the position.*

A painter must complete twelve years' service as acting painter 4th class and above before becoming eligible to be placed on the advancement roster. On completion of this period, he is placed on the roster with a roster date of his seniority as painter 1st class. This date is adjusted on each occasion of the man being awarded a red recommendation.

The latest roster A.F.O. (A.F.O. 1091/55), states that the roster date of the man at the top of the roster for advancement to chief painter, adjusted by red recommendations, is December 2, 1945, and that of the man at the bottom, adjusted by red recommendations, October 17, 1949.

You completed the twelve years' qualifying service on December 2, 1951, and were placed on the roster with a roster date of December 2,

1948, i.e. your seniority date as painter 1st class; this date has been adjusted by red recommendations to November 2, 1946, and you are at present 3rd on the roster for advancement to chief painter.

### Pension and Training Grant

I HAVE a query I should very much like to have answered. In fact, you have already published it once some time last year and it was from that that I based my application. The point in question is this, can I, after twenty-two years' service, draw my terminal grant? I have been told no by D.N.A., Bath, yet some time last year you published an A.F.O. stating that men serving on in the Service could draw both that and their pension if they so desired. I forget the exact wording. I hope that you can deal with this.

*Answer: In reply to your query regarding your terminal grant, the previous case you refer to appeared, I think, in the March issue of Portsmouth NAVY NEWS, but dealt with rather a different case, i.e., that of a pensioner re-entering the Service after discharge; this case was covered by A.F.O. 664/53.*

In your case, I presume, you have executed a "Fifth Five" engagement without a break in service; if this is so, you draw neither pension nor terminal grant until final discharge, when both are increased by virtue of your additional service, in accordance with the scales given in the Appendix to the Navy List (vide page 69 of the December, 1954 issue).

## Married Quarters

THE AUTHOR of this article feels the call of his seasonal leave, and in consequence has to put his pen to paper by the middle of the month. He regrets, therefore, that he is unable to review the whole month, and some of the information may not be quite up to date on publishing day.

Taking the Command as a whole, the best news this month is that the Admiralty has approved hirings and a building programme for seagoers based on Portland. This means that there is now nowhere in the Command where there is not provision for married quarters.

At Portsmouth the month has been relatively quiet after all the excitement of opening the Paulsgrove estate at the end of July. Leave period and holidays have accentuated this state of affairs.

At least two further houses at Paulsgrove will be occupied during the month, and it is hoped that the first houses at Brockhurst will be finished. There has been some delay at Brockhurst in arranging the ground floor flooring but the contractors hope to make up for this delay shortly.

On the two estates the builders say that they will complete a total of 100 houses by the New Year provided that there are no unforeseen setbacks.

Building progresses well at Eastney and the first foundations have been laid at Rowner. It is hoped to make a start with other projects for ratings' quarters shortly.

There has been further delay at the officers' site at Drayton owing to shortage of supplies, but the small estate of fifteen flats and five houses in Old Portsmouth should be ready in October, two months ahead of contract date.

There are some signs that the supply of houses as "hirings" may be improving, though it is too early to make any categorical statement. If this does turn out to be the case, the aim will be to work up to the ceiling allowed by the Admiralty as soon as possible. The natural corollary, if this is in fact possible, will be a reduction in the roster waiting lists. The Admiralty has recently increased the ceiling number and approved further small quarterly increases until June, 1956.

## WHAT'S ON . . .

### AUGUST

13.—Sept. 4.—Cumberland House Art Gallery—Portsmouth and Southsea Photographic Society Exhibition.  
26.—Sept. 5.—Caravan Rally—South London Centre of the Caravan Club of Great Britain and Ireland.

### SEPTEMBER

6.—Scottish Country Dancing begins in Victory Hut, 1900.  
6.—8.—Institute of Park Administration Conference.

### September 1955

6, 7 & 8.—Inter-Services Swimming Championships at Eltham.  
10.—Oct. 9.—Cumberland House Art Gallery—Paintings by Ivon Hitchens.  
17.—Pier Swim—South Parade to Clarence.  
17.—S.O.C.A. Reunion, H.M.S. Dolphin.

## H.M.S. VICTORY (Ship)

DURING THE month of July 53,646 visitors toured the ship, and up to date our total for 1955 is 164,000, the largest daily number being 3,224 on August 9.

These numbers do not include the large Service element who pay a duty visit during their period of training. Numbers like these are impressive when one realises that this "pilgrimage" goes on year after year, and to a large extent the visit is not the last that one hears of a person. A steady flow of letters from all over the world and from people in every walk of life is received in the ship daily, and not

a little time is taken up mailing postcards and souvenirs to friends and visitors. We already have an order for 131 postcards to be posted on board on Trafalgar Day to all parts of the U.S.A.

Throughout the world may be seen heaps of marble and stone, etc., relics of bygone ages, but Victory lives, a symbol of our naval glory, of duty done.

It was not an idle thought that led Admiral James to call his book "The Durable Monument" (a book on Nelson well worth reading).

## MOTORING NOTES

IN THE July issue I had a few words to say about insurance and the pitfalls awaiting the careless or unwary. Since then I have seen several cases in the local papers of both officers and ratings being heavily penalised for the very offences I mentioned. One in particular concerned a naval officer who permitted his brother to borrow his car which was uninsured. The brother was fined, but the officer was not only fined but disqualified from driving for 12 months for permitting the offence.

In view of these cases I feel it is worth another reminder to my readers that before driving any road vehicle they must be certain that not only is the vehicle properly insured but it must also be insured for them personally to drive it.

### Driving Techniques

I have recently come across two useful hints for those who like to drive fast. The first one comes from the August issue of *Motor Sport*, in the Continental notes, which are well worth reading. It describes a technique of approaching corners on a trailing throttle instead of braking: "At points where I could not see whether the next move was to brake or accelerate hard, I found I was braking and Moss was on a trailing throttle still waiting to see what the road conditions were going to develop into." Although primarily a racing technique, I have found that this method of driving is much more restful if applied sensibly to normal motoring than the usual hard acceleration and braking which one usually indulges in when motoring fast.

The second hint concerns the comfort of one's passengers when driving hard. The average passenger heartily dislikes being taken into a corner at a high speed. Provided the corner is approached at what to them is a safe

speed they do not usually object to acceleration whilst in and leaving the corner. This is, of course, an old cornering technique, but I have not previously heard it being applied to the comfort of one's passengers. My own passengers seem to prefer it, and I pass both of these hints on for what they are worth.

### Used Car Prices

The latest hire-purchase restrictions, which require a deposit of one-third, are having their effect on the used car market, prices having a tendency to fall. The main effect is, however, to be found in part-exchange deals, and salesmen are no longer able to allow the high figures previously given in part-exchange since disposal of the used car has become far more difficult.

### Forces Motoring Club

The annual general meeting of the Forces Motoring Club will take place on Friday, September 23, at 7 p.m., at 10 Stone Buildings, Lincoln's Inn, Chancery Lane, W.C.2. Drinks and light refreshments will be available from the Officers Mess, Inns of Court Regiment, from 6.30 p.m. onwards.

A buffet dance will be held at St. Pancras Town Hall on Saturday, October 1, 1955, from 7.30 p.m. to midnight. Tickets are 10s. 6d. and are obtainable from the Social Secretary, Forces Motoring Club, 2 The Mews, Charterhouse Square, London, E.C.1.

### Dates for Your Diary

#### SEPTEMBER

3.—B.A.R.C. Race Meeting, Aintree.  
10.—Forces M.C. driving tests.  
17.—R.A.C. Tourist Trophy Races.  
24.—Race Meeting, Oulton Park. Mid-Cheshire C.C.

A. E. Marsh.

## Royal Naval Association

### PORTSMOUTH

ANOTHER ANNUAL Conference of the R.N. Association has passed, the President of the R.N.A., Admiral of the Fleet, Sir John Cunningham, conducting the conference which was held this year in Durham, with the Durham branch members acting as hosts to the visiting delegates and observers, which was a great effort on the part of a branch so small in numbers. The conference received a wonderful amount of publicity in the northern press which seems to be lacking here in the south.

An insurance scheme whereby a member can, for an additional 6d. p.a., on his annual subscription find himself insured against accident. Portsmouth branch members could not convince themselves that this was a workable scheme, but the resolution was carried. Shipmate H. Platt, Secretary of the Portsmouth branch, was present at the conference as branch delegate gave such a splendid report to the members on his return that it will be a waste of time to read the verbatim report.

The Dart Section members had their annual outing on August 13 with a drive through Sussex completing the day with a social evening as guests of the Littlehampton branch, the Association's annual outing will take place on Saturday, September 10.

It is hoped to support the Winchester branch of the association at the dedication of their branch standard to be held in the Cathedral on Sunday, September 18, it is hoped that a few more members will add their names as the Bishop requires a congregation of over 100 before the Cathedral can be opened for a special service.

A number of our lady members have formed themselves into a Choir under the title of the "Merry Wives" and have already paid visits to three "Darby and Joan" Clubs in the City and have received a number of invitations to attend others.

T.S.T.

### HAVANT

UNFORTUNATELY IT has become necessary to change the address of our Meeting Place, as our landlord is moving from the district to take over the Kingfisher in Simpson Road, Lake Road, Portsmouth. We wish him the best of luck in his new venture, and we are most grateful for all his help and co-operation during the time our meetings have taken place on his premises.

Branch effects have been moved to the new Meeting Place, The Black Dog, West Street, Havant. The Proprietor is an Ex-Serviceman, and one of the barmen there is already a Member of the Havant branch.



## HOW TO ENJOY AN EXTRA PENSION

### WHEN YOU RETIRE

YOUNG men are more concerned about a successful Service career. But retirement will come and an adequate income will be needed to enjoy it. NOW IS THE BEST TIME to start providing either an extra pension at 65 to supplement Service and State pensions or, if you prefer, a substantial cash sum on leaving the Service to help you to establish yourself in civilian life. The younger you are, the better terms you can secure.

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Foreword by  
**Surgeon Vice-Adm'ral**  
**SIR ALEXANDER INGLEBY-MACKENZIE**  
*Medical Director-General of the Navy*

IT GIVES me great pleasure to introduce, for publication in NAVY NEWS, an account of some of the work of the Medical Branch of the Navy.

I have occasionally heard it suggested that there is a tendency for us to be "taken for granted" by the great population which it is our honour to serve. There may be a grain of truth in this suggestion, because such a tendency would only be natural in an environment where the doctor actually lives with and among his potential patients. To meet one's doctor at meal-times, to play games with him, to go on a "run ashore" with him, or even to sit and argue with him about one's ailments are commonplace privileges of Service life which can be rarely enjoyed in civil life. Through the very nature of Service life, we become accustomed to the doctor being "one of ourselves," a good friend whom it is useful to

have close at hand if something goes wrong. This is very much as it should be. Nevertheless, it is always possible that his shipmates become so used to seeing the doctor around that they may forget, or sometimes fail even to realise, his true responsibilities. It is therefore fitting that this account should tell something of the work done by Naval doctors, and nurses as well, because I feel that so many of the people they serve have but little knowledge, not only of what they do, but of the way in which they fit into the structure of the "Naval Medical Machine."

This "Machine" is itself unique, in that it proves how it has been possible for two great bodies, the Profession of Medicine and the Royal Navy, each with its own traditions, discipline and rigid code of conduct, to combine to their mutual advantage, so that the Medical Branch of the Royal Navy is an integral part of that great service with all the other branches.



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Members of the I.N.T.A.

**The History of the Branch**

Although an established supply of "Chirurgions" existed in men-of-war as early as the year 1512, Naval Hospitals, as such, were not instituted for over another 200 years, and the sick were cared for by so-called hospital-ships attached to Fleets and Ports. These ships were mostly old hulks, verminous and unsavoury, and in which the death-rate was considerable, and their object was not so much to care for the sick sailor as to remove him from his shipmates whom he might infect with his disease.

Sir Francis Drake and Sir John Hawkins were among those leaders who realised that men fought better when fit, and they persuaded Queen Elizabeth I to authorise the payment of a weekly sum of money by every Parish for the support of disabled seamen. This fund was soon extended to include the medical care of serving personnel as well as those disabled and invalided.

In 1604, the fund was further augmented by the compulsory contribution of 6d. per month from every seaman's wage, and in 1688 by the fines inflicted by the Courts-martial of Naval offenders. The money provided, the "Chatham Chest Fund," was kept in an iron box in Chatham Parish Church. In 1903 it was moved to Greenwich and amalgamated with the Greenwich Hospital Fund.

But though a slender source of revenue had been provided, the Navy had not yet attempted to build hospitals of its own or to provide regular Medical and Nursing Services. Instead, the sick were merely "farmed out" to such civil hospitals as there were, to private lodgings and even to public houses.

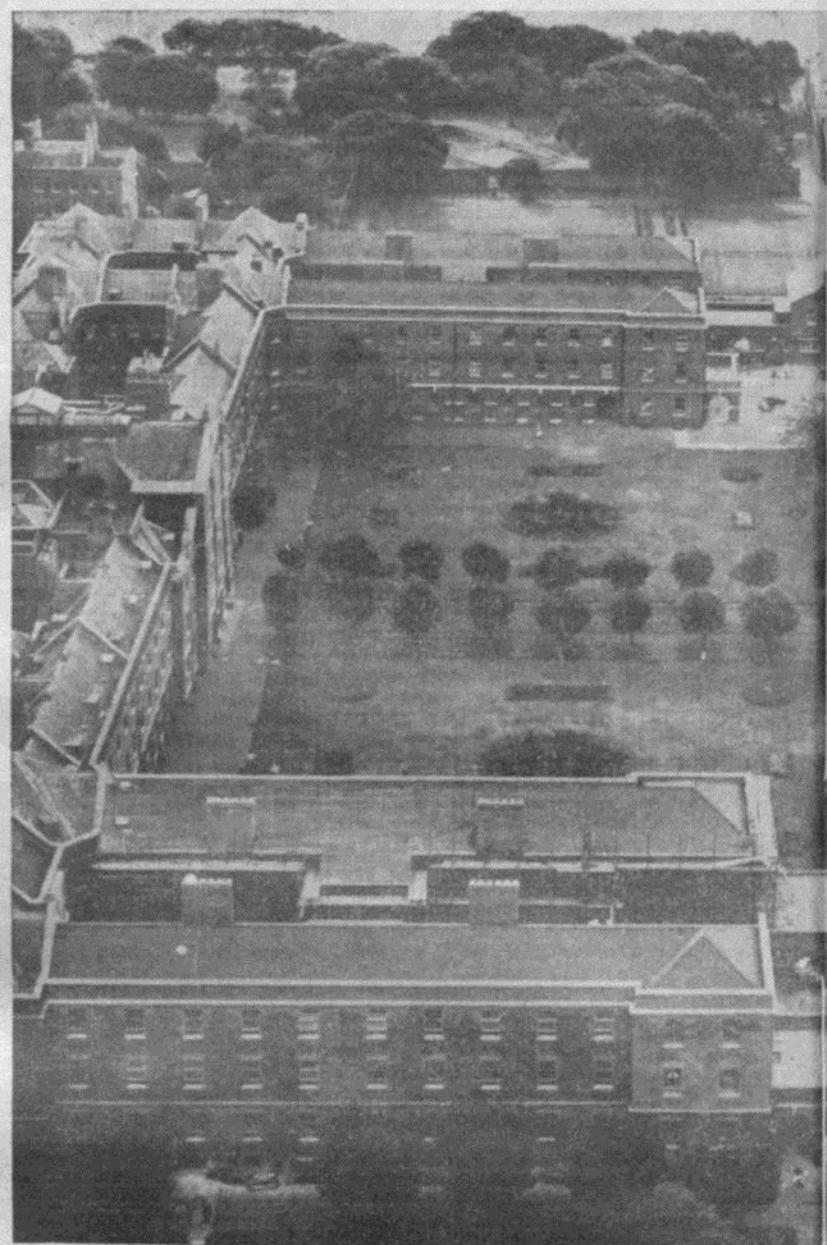
A serious omission of the system was that the fees paid by the Crown did not cover the cost of transporting the sick to shore accommodation, consequently, it was common for patients landed from ships to be left at the water's edge for days on end.

On September 15th, 1744, the Admiralty recommended the erection, manning and maintenance of Naval Hospitals at Portsmouth, Plymouth and Chatham, and a year later the building was begun of our first hospital at Haselord (Haslar) Point, Gosport.

Once the money had been provided, the erection of Naval Hospitals was easy enough. But their manning was another matter. The nurses were untrained, illiterate, and content to work for 2/6 per week. Even the underpaid doctors were more interested in their private practices than in their Naval patients. Every report of the early Naval Hospital shows a record of corruption, drunkenness and desertion. At Haslar, conditions and discipline were so bad in 1795 that the administration was removed from the doctors and placed in the hands of a Captain, R.N., as Governor of the hospital.

But this phase did not last very long, and in 1805, following vigorous campaigning by a number of enlightened Naval medical pioneers, sweeping reforms were effected in the Navy's Hospital and Medical Services. These reforms were gradually extended during the 19th century, hand-in-hand with the many reforms which were taking place throughout the whole community, with a view to improving the health of the nation. By the year 1885, nursing had at long last come to be regarded as an honourable vocation rather than a lower type of domestic service, and 17 "Lady Nurses" were enrolled in the Navy, the nucleus of our present-day Queen Alexandra's Royal Naval Nursing Service. At the same time, a Naval Sick Berth Branch was created, with 484 male nurses.

# THE MEDICAL



An aerial view

These early changes, with the subsequent constant modernisation which has continued ever since, have brought our Medical and Nursing Services to a present state of efficiency of which the Senior Service is justly proud.

**The Doctors**

The Medical Branch of the Navy includes doctors who are specialists in most branches of medicine and surgery. In addition, the Service is assisted by civilian consultants, selected from among the most eminent doctors in the land, whose aid is readily available for any medical or surgical case which presents extraordinary problems.

At the same time, "Marine Medicine," as it is called, is itself a special science, and the essence of every Naval doctor's professional make-up is that he should be versatile, and experience of the practice of his craft under sea-going conditions is considered a vital part of his knowledge. As was proved many times in the two World Wars, to perform a major surgical operation in a man-of-war during the height of an action at sea



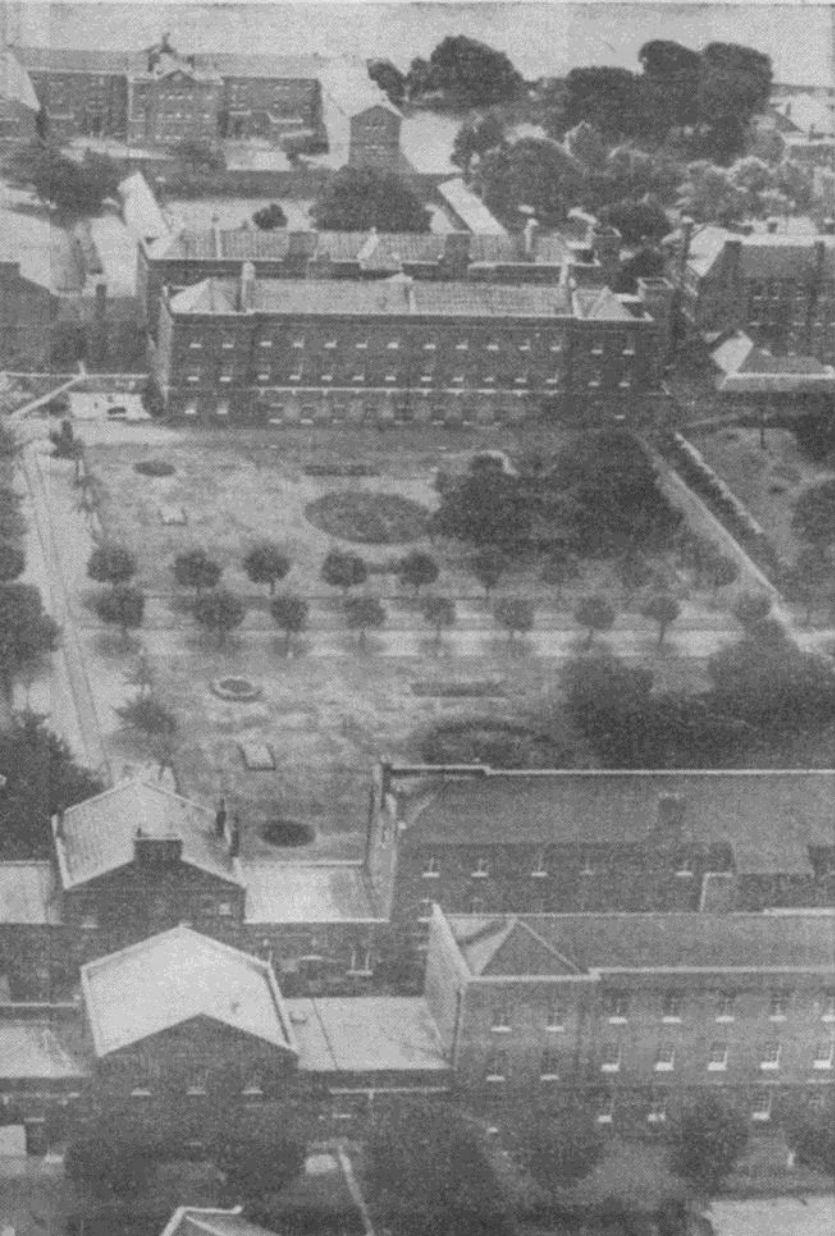
One of the wards

is a very different matter from performing the same operation under quiet conditions in a hospital operating theatre ashore. Furthermore, the subsequent after-care and nursing in a ship's sick-bay, maybe in rough weather or with the vessel damaged, present special problems to even the most skilled of nurses who are without sea-going experience.

The Navy is most jealous of the health of the sailor and considers him worthy of "nothing but the best." The true war-time story is told of a Harley Street surgeon who joined the Service but resented being sent to a small man-of-war in a remote corner of the world. He felt that his skill would be wasted and that he would have little or no work to do. The Medical Director-General sagely reminded him that his skill was precisely the reason why he was being sent to that particular ship, and that if he used it to save the life of only one man during the commission, his time would not have been wasted.



# AL BRANCH



Haslar Hospital



sage :

## Protection Against Disease

But Curative Medicine, as such, forms a very small part of the work of the Medical Branch of the Navy. In civil life a doctor's success is usually measured by the large number of patients he has to treat. Whereas the criterion of a Naval doctor's success is the small size of his clinical practice. This is something which it is sometimes hard for the layman to understand. The essence is that "Prevention is Better than Cure" and that Preventive Medicine is the major task of the Navy's Medical Branch.

A brief stroll through a Naval Cemetery on a Foreign Station is a reminder of the terrible hazards of disease which could deplete a Fleet of its manpower not so very many years ago. It must be remembered that even during the Second World War, the casualties due to disease greatly outnumbered the casualties caused by weapons of war. In fact, it is probably true to say that malaria and dysentery contributed more to

been lavish at the best of times. All this calls for intricate research by the Navy's doctors, shipbuilders and scientists, working together on the subject of "Habitability." Broadly speaking, this means the delicate balance between the living and working conditions of a man-of-war on the one hand and her armament and machinery on the other, which can maintain her as an efficient fighting unit.

Until little more than 20 years ago, with the man-of-war paramount, the Navy was able to base much of its Preventive Medicine upon the principle that a strip of water between ship and shore presented a barrier to most diseases carried by insects. Likewise, diseases carried by food and water could also be prevented by prohibiting certain articles and purifying others on their arrival on board.

But these simple days are over. In the present century, modern developments have resulted in large numbers of Naval personnel being accommodated ashore in training establishments, dockyards, Naval Bases, and stations of the Fleet Air Arm. This has meant that sole reliance can no longer be placed upon the comparative immunity of ship-life against disease, and a vast organisation has had to be built up to meet the requirements of Preventive Medicine on shore, at home and overseas.

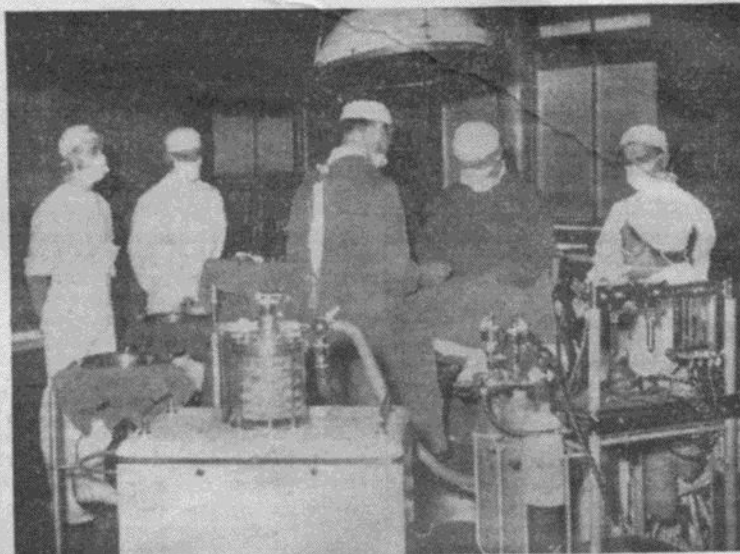
An example is the Naval Base at Singapore, where extensive drainage and reclamation of land has virtually abolished those tropical diseases which formerly caused a high mortality in the area. Such projects as these have to be maintained by a large, skilled sanitary staff under the direction of the Medical Branch.

Each Naval Base, Fleet and Foreign Station is served by a Naval Medical Officer of Health, who is responsible for the hygiene and health control inside his port.

## Medical Research

Constant research is being conducted by the Medical Branch, much of it through the Royal Naval Personnel Research Committee, a body allied to the Medical Research Council of Great Britain. Further research is carried out at the Royal Naval Medical School at Alverstoke, famous in recent years for its pioneer work in educating the nation's doctors and nurses in the modern medical aspects of Civil Defence. In the same way, the development of the Fleet Air Arm has called for continuous research into the many problems of Aviation Medicine as applied to Naval flying. Naval doctors employed with the Air Arm are specially trained at the Air Medical School at Gosport. Many of these are truly "flying doctors" who have obtained their "wings" as qualified pilots. This is very necessary in order that the doctor who is responsible for the medical care of flying personnel should himself be thoroughly acquainted with the conditions under which the Naval flier works as well as with the mental and physical stresses and strains to which he is subjected. The Medical Branch realises that the Naval doctor cannot appreciate those special ills which are peculiar to the crew of aircraft unless he himself is a practical flier.

An extra responsibility which has come the way of the Medical Branch in recent years is the medical care of W.R.N.S. personnel. Also, overseas, provision has been made for the care of Naval wives and families. These new commitments have involved not only extra hospital accommodation but also the whole-time employment of certain Medical Officers on matters concerned with the diseases of women and children.



Operation in progress

## The Nurses

The nursing duties of the Navy are shared by Queen Alexandra's Royal Naval Nursing Service, the Naval Sick Berth Staff, V.A.D. Nursing Members, and the Sick Berth Branch of the W.R.N.S.

The Naval Sick Berth Rating is not to be regarded as a mere "poultice-walloper," for nothing could be farther from the truth. He is, in fact, a very highly trained male nurse. The training which he undergoes has to be conducted by the Medical Branch of the Navy strictly on lines laid down by the General Nursing Council of England, which controls Nursing Education throughout the country and requires a very high standard to be maintained. To meet these requirements, fully equipped Instructional Departments exist in each Naval Hospital, staffed by Medical Officers and Instructional Staff, all of whom are qualified tutors who themselves have undergone long periods of special training for the purpose.

During his career the modern Sick Berth Rating is given every opportunity to train and study for the examinations necessary to qualify as State Registered Male Nurse. In the same way he is afforded training which enables him to obtain the diplomas of the various professional bodies which control the practice of

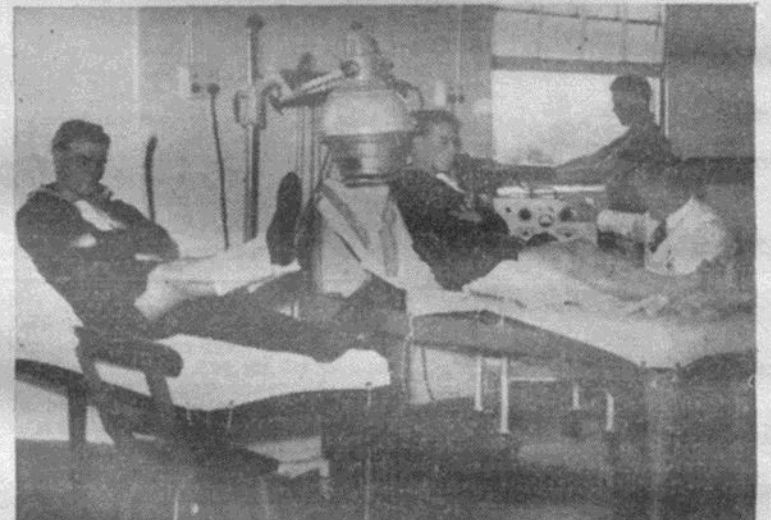
radiography, physiotherapy, laboratory technique, sanitary science and the like. This policy makes it possible for the Sick Berth Rating to leave the Navy as a highly skilled man, possessed of professional qualifications which carry a high market value in civil life.

This account would not be complete without mention of the officers of the Navy's Wardmaster Branch. As is the case with the Branch Officers throughout the whole Service, the Commissioned and Senior Commissioned Wardmasters are indeed the "backbone" of much of the basic training and administration of the Sick Berth Branch.

With their vast experience of Service Medical and Nursing Organisation, their guidance is constantly sought by and as readily given to the Surgeon Rear-Admiral no less than the most humble Sick Berth Attendant.

It is indeed most gratifying that this small number of Branch Officers, less than 50 in all, should still be identifiable by their pink distinction cloth. This is, in fact, a matter of some historical importance which, with the scarlet of the Medical Officers and the orange of the Dental Surgeons, entitles the Wardmaster Officers to be among the last remaining trio of "Colourful" Branches of the Royal Navy.

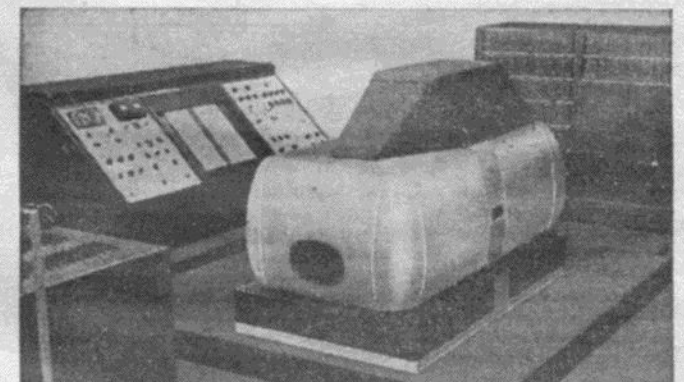
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## H.M.S. THESEUS

TOWARDS THE end of May, Theseus enjoyed a short visit to Plymouth and during these six days took part in convoy exercise "New Moon" with units of the Home Fleet, French and Dutch ships.

Bad weather delayed the Home Fleet Training Squadron's departure for Liverpool for a few hours on June 6, and this was not considered a good omen. However, as it happened, the weather we had on our Summer Cruise was quite good, which was just as well because the keynote of the cruise—apart from showing the flag—was open-air activities and visits by school children.

On arrival at Liverpool for our week's visit, Theseus anchored in the stream in a fine position for observing the Liver birds. Ocean meanwhile went alongside in the Gladstone Dock.

The atmosphere typical of that part of the country did nothing to dampen everyone's determination to have a good time and make the most of the open-hearted hospitality of the Liverpudlians. For the Ship's Company there were factory visits and dances at Atlantic House and the Gordon Smith Institute and the splendid Civic Ball given by the City of Liverpool. The officers enjoyed luncheon parties, the Civic Dinner and numerous other functions including a visit to Summerlands, the Merchant Navy's rehabilitation centre near Kendal. There seemed no end to the kindness of the people ashore and many friendships were made. Much use was made of the "later" boats and sleep became a very valuable commodity by the time we left Liverpool.

## "At Home"

H.M.S. Theseus was "At Home" to the families and friends of the Ship's Company on Saturday, June 11, and a good number came on board to look round and see the displays. Also visiting the ship on this day and obviously having a good time were blind and deaf and dumb children. The Royal Marines' Band beat the Retreat to end a most successful day. We left all too soon and as we headed down the Mersey towards the sea our departure was acknowledged by ships' sirens from either side—a very good send-off.

On arrival at Portree on June 15, the first party of 100 campers was lowered in cutters and whalers. This party spent three days on Raasay Island and on their return a second party went out for the same period. The open-air life and change from normal ship's routine was reflected in the sunburned, healthy faces of those returning from camp.

The local football team played the ship and were beaten 4—2.

## COMMAND NEWS



Her Majesty Queen Elizabeth The Queen Mother with a group of local dignitaries when she visited Gosport recently

4—2.

The ship left Skye on June 21. On the previous day, parties of hikers had set off for Invergordon the hard way, although it should be noted that some of the facilities offered by British Railways were used on these "hikes".

M.F.V. 1005 went to Invergordon through the Kyles of Lochalsh and the Caledonian Canal, thirty officers and men under training taking passage in her. The M.F.V. also picked up a party of Royal Marines who had marched across from the Kyles to Fort Augustus, at the southern end of Loch Ness. Several men chose to sleep on deck the first night and they were surprised in their very hammocks next morning by a group of Highland householders, the M.F.V. having arrived at Corpach—the first loch of the canal. This trip was enjoyed by all in fine weather and beautiful scenery.

In all, over 500 officers and ratings got some sort of outing different from normal runs ashore.

Brilliant weather continued at Invergordon and it was good to see so many lovely cricket pitches all available to the ship. The inter-port competition was completed and the First XI beat both Invergordon C.C. and Ross C.C.C. The ship's swimming team gave an exhibition of swimming and diving at the request of the Provost of Invergordon to encourage aquatics there. The local swimming club offered little opposition, but they were most interested to watch our experts.

## Journey up the Fjords

During the passage up the fjords to Bergen we saw the green wooded slopes and little coloured chalets and houses built on them—all typical of Norway and incredibly beautiful. Further away it was just possible to see the snow capped mountains of the interior.

We found the town of Bergen very clean with marked contrasts in architecture, from the wooden structures in the Bryggen district to modern buildings in the town centre. The whole town was originally of timber, but periodical fires and the pressing need of modern times have caused a decrease in the number of wooden buildings. Several Norwegians were heard to say that the timber buildings remaining were too impregnated with salt to burn.

In the shops were many characteristic Scandinavian curios and hand-knitted woollen garments, but all were extremely expensive. The language difficulty was encountered occasionally—most Norwegians speak English—usually in moments of stress. Licensing laws are a little peculiar to the Briton—especially the Englishman—it is impossible, for instance, to order spirits without having a meal and the laws regarding drink and the motorist are very severe. The police may subject any driver to a blood test, without warning, and a positive reaction caused by a driver having had, say, a pint of beer up to an hour before hand results in the driving licence being suspended, usually for three years, and three weeks in the cooler without the option! A second offence and the licence is suspended for good. At least this is a clear-cut approach to the problem of the drunken motorist.

The best view of Bergen is seen from Floyen, one of the surrounding hills which can be ascended by an alarmingly steep funicular railway. We experienced the usual bad weather during our stay, and under these conditions low cloud can obscure the view completely, rendering an ascent utterly fruitless.

A team of swimmers from the ship was invited to a swimming match against Bergen S.C. and found the water so cold that times were very slow and the water-polo match had to be cancelled. Theseus team held its own, winning two of the six events

and the novel "shirt" race, in which as each member of a relay team completes his swim he takes off a shirt which must be donned by the next man before he starts. Our diving, especially from the 10 metre board, was not of the same championship class as that of the Norwegians. The ship's soccer team beat the Norwegian Navy 4—2 but were themselves defeated by the Trane Club 5—2.

## Disastrous Fire

The night before we left there was a most disastrous fire among the wooden warehouses of Bryggen and the flames were only checked by blowing down buildings in the path of the fire. Members of the Ship's Company ashore lent a hand with the fire-fighting—many leaving a dance to do so—and later, in response to a request from the authorities, fire-fighting equipment was sent from the ship. In the morning of July 5, as we left, smoke was still rising from the fire, but the actual scar left by the flames was not visible.

The weather improved markedly, and on the passage from Bergen to Rosyth Theseus joined the Home Fleet and other N.A.T.O. ships in the convoy exercise "Long Swell."

We stayed at Rosyth from July 8 until July 14 and were with the Home Fleet most of the time. We did quite well in the Home Fleet sailing races, and in the team whaler race were beaten by 1½ points by Glasgow. The ship's First XI was beaten by Bermuda in the final of the Home Fleet competition, but in another match a Home Fleet Training Squadron team beat the Rest of the Fleet by six wickets.

We left Rosyth for Scarborough on July 14, getting there early on the next day. Scarborough really showed us what a seaside resort at the height of the season could be like and everyone ashore—locals and holidaymakers alike—seemed pleased to see the Navy. Everything was perfect—there were no easterly gales to interfere with boat traffic and no one had any complaints about the standard of the entertainments ashore; in fact a number of attractions were free to the Ship's Company—from deckchairs to dancing—thanks to the Corporation.

A pleasant innovation among the usual items of sport was the bowls match played against the Borough Bowling Club. The Master Gunner (appropriately) led the team which performed on a crowned rink and the vigour and enthusiasm of the players gave rise to more "overs" than "shorts." Some of the younger officer members of the team had learned some suitable gamesmanship expressions beforehand and aired them at every opportunity.

Athletics against the Army and R.A.F., fencing and shooting were all largely successful, and Captain Miers' XI beat the Mayor's XI by six wickets.

On return to Portland on July 22, long week-ends and a rather quieter life lay in wait. The French Training Squadron paid a short visit and were suitably entertained both socially and at various sports.

Navy Days were on July 30 and August 1, when nearly 4,500 people visited the ship and departed, too, at the appointed time!

So ended a most enjoyable and busy Summer Cruise period.

## H.M.S. MAGPIE

AT THE time of writing we are steaming off the coast of Portuguese East Africa on passage from Beria to Port Elizabeth.

After leaving the U.K. on March 3 Magpie spent a week in Gibraltar to paint ship, and also after the bad weather of January/February at Portland to play our first serious games and get our soccer and hockey teams going. The long trip from Gibraltar to Simonstown was broken by a short but memorable stay at Freetown, where if the hospitality of the local population was to be judged by the haggard faces at hands fall in, it must have been pretty good. We also found homes for the five puppies which "Sippers" had presented us with in February, one being presented to His Worship the Mayor of Freetown at a civic reception given in our honour.

We arrived at Simonstown on April 7 and were immediately plunged into serious training for the Regatta and preparation for our duties as Flagship to the Commander-in-Chief.

Needless to say at the first opportunity those of us who were non-duty part promptly made our way ashore, a quick reconce and it was not long before we were on the train to Cape Town to see what that fair city had to offer in the way of entertainment.

I think we were all rather overwhelmed at the hospitality and generosity extended by the people of Cape Town and indeed it left us rather breathless. Notwithstanding we found time to look around at such places as Table Mountain and the Game Reserve and some really good drives through the most beautiful country. To those of us on our first visit, it was all very awe-inspiring, and we very much agree with Sir Francis Drake, who maintained that the Cape was the most beautiful place in the world.

In the Regatta, in which Pelican and ships of the South African Navy took part, we were beaten into second place by our sister "Bird," and who can blame us if we still chatter about how we missed the cock by one point, after all we are "Magpies" and had had a limited training period.

## Sport

In the field of sport our soccer team has gone from strength to strength, and we are delighted to report that we beat Birmingham 4—2 as she passed through and most recently Beira 3—2. Our hockey team too continues to improve, and our recently former rugby players, mostly composed of soccer players, gave the South African destroyer Simon Van Der Stel a nasty shock when they drew 3—all, thanks to a magnificent penalty from five yards inside our own half by that well-known soccer player, A.B. Alf Southwick.

At the beginning of May we spent a week away exercising with the South African Navy and at Saldanha Bay, and we sailed for Durban on the 20th. The period May 24 to the end of June was spent in an exercise period from Durban with the South African Navy and the French frigate Gazelle, and culminated in a large-scale A/S exercise at the end of June. Then to the social side of Durban for the first ten days of July and all would agree that the kindness and hospitality of the citizens of this city was just as overwhelming as that of Cape Town.

Four days in Beira from July 14 to 18, an interesting and friendly place, the principal port for the Rhodesias, and now we once again move south to Port Elizabeth for five days from the 22nd to 27th and then to Simonstown for about fourteen days before we set off to explore the other side of Africa.

We have to report and offer our congratulations to A.B. Reed and L.M.(E.) Proctor on their marriages in Durban, and to our Engineer Officer, Lieut.-Cdr. M. F. J. Ashford, on his engagement. We also hear that there are others who have lost their hearts in the southern hemisphere.

Until our next report, we wish the best of luck to all readers of the NAVY NEWS and Happy Landings, from the Cape.

H.V.M.

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## H.M.S. VERNON

WE RETURNED from summer leave on August 8, and on the 12th a very well-known personality, C.P.O. Sinfield, left us prior to going to pension. Sinfield has had quite a long connection with Vernon, having regulated both the Mining and Torpedo sections prior to being president of the C.P.O.'s Mess for the last four years. Mrs. Sinfield has been an active member of the Vernon Branch of the Royal Naval Friendly Union of Sailor's Wives and has accompanied her husband at almost all the social functions held in the C.P.O.'s Mess during the past five years. It is understood that Sinfield is going into the wine and spirit trade locally; we wish both he and Mrs. Sinfield a very successful future.

Our bomb and mine disposal team are constantly being called upon to investigate suspected dangerous objects, and during the week commencing August 8 Mr. Donaghy, the Command Bomb and Mine Disposal Officer, with two of his frogmen, travelled as far north as Sinton-on-Ouse, near York, to locate a suspected 500 lb. bomb that had been brought up during dredging operations. They have located the suspected bomb under five feet of mud and are now awaiting this mud being dredged clear before travelling north again to identify and dispose of the suspect.

### Families Day

Vernon Families Day is fixed for Wednesday, August 31, when Vernon will be open to the families and friends of Vernon personnel from 1000 to 1900. Last year's event was blessed with ideal weather and was an unqualified success. It is to be hoped that we are as fortunate with the weather this year and as many of our families and friends as possible will come along and make this year's event an even greater success.

This year it is the turn of the wardroom to organise the annual olympiad with Excellent. On Thursday, September 8, they will be competing with wardroom teams from Excellent in rugby, hockey, soccer, shooting, badminton, squash, golf and, for officers over 35 only, a bicycle race. There is also another rather unusual event, Foot the Ball. In this game, each side has thirteen players, including three goalkeepers who wear red, green, brown. The game is played with red, white and brown balls simultaneously. All players wear hats, may not run and must raise and replace their hats before kicking the ball, and the goalkeepers are only allowed to play the ball of their own colour.

### Sailing in Vernon

Sailing, like other sporting activities, is well catered for in Vernon. We are fortunate in having our own yacht harbour in the form of Vernon Creek. Here, our generous complement of boats are berthed, namely, the 50 square meter ex-German yacht See Otter, the Victory class yachts Björn Aimee and Fenella, four whalers and four R.N. dinghies.

See Otter, the whalers and dinghies are all being raced, and at the time of writing Vernon is leading in the Monarch Bowl, Arnold and Bedford Cups; all points races, raced for throughout the season.

The Victory class yachts are run by the Vernon Cruising Club, members of which sail them to all parts of the Solent. The members of this club may be anyone from a Lieut.-Cdr. to an A.B. If the latter they are given a test in navigation and helmsmanship, and on successfully completing this they are allowed to take the boat cruising without further supervision.

## H.M.S. DOLPHIN

On Wednesday, July 20, Dolphin supplied the Guard of Honour which Her Majesty, the Queen Mother, inspected on the occasion of the opening ceremony of Northcott House in Gosport. At the completion of the opening, Her Majesty drove to Fort Blockhouse for tea, and later left Haslar Field for Buckingham Palace.

Saturday, July 23, provided all the congenial conditions which made Families' Day strenuously successful. Some one thousand visitors enjoyed the many attractions, among which were a model aeroplane aerobatic display, and a very successful Punch and Judy Show. The Grand Dance which attracted some three to four hundred people, proved a merry and friendly climax to a pleasant and interesting day.—(H.G.M.)

## P.T. SCHOOL NEWS



Leading Seaman Glover, of R.N.B. rehearsing his turn for Portsmouth Navy Days P.T. display

OUR MAIN item of news this month is almost stop-press. It is, of course, our participation in Portsmouth Navy Days over the August Bank Holiday week-end. For the first time for several years the P.T. School contribution was an agility and tumbling display which lasted for approximately twenty minutes. The centre-piece of the display was a fine clowning act by two of our best performers, dressed and made-up in the traditional clowning style. Agatha, our anatomical skeleton, made another of her brief appearances in this act, and was successfully diagnosed by the clowns as being a "hospital case." The Trampette, a smaller version of big brother Trampoline, was used for the first time in its own right, as an addition to the normal run of "frontaways," "backaways" and balances. A few simple but effective chair tricks completed the display. An interesting point was the crowd's reaction to the less spectacular items. Frontaways, both hollow and tucked, produced less response than "porpoises," or twenty-four performers diving and rolling individually, in pairs and in fours, over four centrally placed chairs.

After leave period we have to work up for another display, the Eighth Army Alamein Reunion. The three Services provide short displays for this reunion and the Navy's contribution is a de luxe version of the Crossing the Line ceremony. It is rumoured that King Neptune will have to enter the arena riding a camel, a feat requiring a high degree of balancing skill and an ability to steer a steady course, without a quartermaster.

Last month, a W.R.N.S. officers' sports course left us very breathless after a two-week sojourn, having been taught that hockey before breakfast is not a P.T. requirement. An officers' long course commences immediately after leave, and shortly afterwards the new course of qualifiers assembles.

C.P.O. Holt, the Chief Staff Instructor, will be leaving the School on September 1 for the Home Fleet Flagship, H.M.S. Tyne. He has completed three years' service at the school, and with his knowledge of Royal Tournament displays has proved most invaluable. He goes with the best wishes of all on the staff, and to his successor, C.P.O. Lawrence, at present in H.M.S. Theseus, we offer a hearty welcome.

The Command Swimming team, excellently coached by P.O. Ogden, did well at the R.N. Championships with an aggregate lead of seven points. They lost the water polo, however, to Devonport. Those who took part in the championships were P.Os. Ogden and White, swimmers; L./Sea. Stephens, springboard diver; L./Sea. Brewerton and P.O. Prior in the water polo team.

Ogden has recently completed the first-ever National A.S.A. Coach's course. Being selected for the course is, in itself, quite an achievement and, if he has been successful, he will be the most highly qualified swimmer in the Royal Navy.

Life-saving classes are being reintroduced at the R.N. Swimming Bath in the autumn. The object is to prepare swimmers for the Royal Life Saving Society's examinations. Details have already been issued in P.T.M.365/55, and it is to be hoped that as many as possible will avail themselves of this excellent opportunity.

Apparently, service with the Royal Canadian Navy holds quite an attraction for Physical Trainers. Vacancies exist for two Chief Petty Officers or

Petty Officers, P.T. First Class, with the Royal Canadian Navy, and already sufficient volunteers have appeared to form a completely new branch, this in spite of the fact that they would receive the R.N. rates of pay, and income tax, which are considerably less than the R.C.N. rates.

The annual Staff v. The School cricket match ended the term's activities. The Staff scraped home to victory by fourteen runs, even though the umpire, whose behaviour reeked of bias, had a happy day giving quite impossible l.b.w.s., run-outs and other freakish decisions. As the most important members of the team who suffered were those who will be responsible for the umpire passing his P.T.2 examinations, it looks as though he is in for a difficult test!!

## H.M.S. CALEDONIA

MONDAY, AUGUST 15 was prize day in H.M.S. Caledonia, and it marked the end of another term, a term which will be remembered by the sportsmen especially, for its remarkably good weather.

In the morning, the Artificer Apprentices and the Ship's Company were paraded by Divisions with both Brass and Pipe Bands present. The guard was formed by Apprentices of the final term. Admiral Sir Ralph A. B. Edwards, K.C.B., C.B.E., Third Sea Lord and Controller of the Navy, inspected the guard, bands and divisions and took the salute at the march-past.

Before the presentation of the prizes, the Captain of H.M.S. Caledonia, Capt. J. E. Best, A.M.I.Mech. E., R.N., gave a resumé of the main activities of the past term. The outstanding event was undoubtedly the departure for Norway of the Queen and the Duke of Edinburgh from Rosyth, when, for the first time, Apprentices formed the Royal Guard. After the Captain's speech, the prizes were presented by Admiral Edwards who said in his closing remarks how impressed he had been with the bearing at Divisions, and how extremely pleased he was with the Bands. He stressed the importance of the Artificer's position in the Navy of today, and said that, in his position as Controller, they were in effect, his representatives and responsible for their machinery to him while at sea.

After lunch, the Artificers of the final term, now no longer Apprentices, marched out of H.M.S. Caledonia for the last time, en route for ships of the Home Fleet.

## H.M.S. COQUETTE

ON SATURDAY 20th, H.M.S. Coquette evoked her name, gay and sparkling. Colourful canvas shaded the quarterdeck, vases of flowers were set in bright array. A bunch of heather proclaimed that this was a Scottish occasion. There were ladies on board—and one very special visitor, Alison Morag, the daughter of Capt. Robin, had come for her baptism.

Daughter of a Scot, it was fitting that the ceremony should be performed according to the forms of the Church of Scotland, and the Scottish Chaplain was there to hand—the Rev. John Turner, M.A., Chaplain R.N.V.R., on his fourteen days training. The service began appropriately by the singing of the 23rd Psalm to the tune "Crimond."

Alison Morag behaved as a Captain's daughter should, and produced one little modicum of protest before departing from the service.

## H.M.S. BULWARK

TWO SOUTHDOWN buses moved out of the dockyard at about 0830, carrying the Bulwark cricket team and its supporters. No one knew what was really going to happen and when the Sports Officer (in immaculate "whites" although not playing) talked in rather worried tones to the driver, it seemed that our destination was as secret as the ships autumn programme!

It wasn't very nice weather as the two coaches wended their way up to the outskirts of England's capital; in fact it was overcast almost all the way until we reached a signpost which said, Beckenham—3 miles. The sun, peeped through the dark clouds and the party felt much happier. The ground proved to be a very pleasant one, with a modern pavilion and a large marquee, giving the whole affair the appearance of a Southern cricket festival. The whole party were greeted by officials of the British Insurance Association and escorted into the pavilion for a cup of coffee; there was one curious thing about this cup of coffee. The waitress said, "Wif or wif-out"? and most people replied 'wif' to be on the safe side. The 'wif' however, proved to be a strong lashing of rum. Play commenced at 12.30 p.m., and I say play in the broadest sense of the word. Bulwark had to field first and no sooner had the field settled down than the Captain of the B.I.A. side sent Mr. Riches the wicket-keeper and captain a gin. Someone observed that there was no wonder he let 4 byes through in the next over. There was only one other 'incident' before lunch, which was taken at 1.30 p.m. The ball was hit hard into the covers and although Lieut.-Cdr. Griffiths went in the right 'direction' (as well he might!) he did not pick the ball up cleanly. This brought jeers, cheers and a glass of beer from the direction of the pavilion.

The lunch, served in the marquee, was delightful, and the bar seemed to be very popular too. The ham and chicken salad, fruit and ice cream and coffee were enjoyed by everyone. The two teams mustered in front of the pavilion at 2.30 p.m. and had their photographs taken together with all the spectators. The rain however began to fall and that was when the players discovered that the bar in the pavilion, like the Windmill Theatre, 'never closed.' When the rain finally ceased, B.I.A. batted on and built up

a total of 138 for 5 wickets before tea was taken at 4.30. For most of the Bulwark side this was their first match of the season and the contingent of ship supporters who thought the game wouldn't last much more than another hour weren't being unduly pessimistic! However thanks to three Supply and Secretariat young men, who made five sixths of the total, Bulwark managed to come within 10 runs of the B.I.A. total with two wickets still standing when stumps were drawn at 6.30 p.m. Perhaps the arrival of Capt. and Mrs. Villiers spurred the batsmen on to greater achievements. A draw was, however a fair result, a result most people had hoped for.

All the officials, spectators and players then gathered in the large room in the pavilion and had a chat over a drink before Mr. Levien, the Chairman of B.I.A. rose to speak about the adoption of Bulwark and of the many activities which will take place during the association. He finally proposed the health of all on board and wished them every success in the future. Capt. Villiers, in reply, said how much B.I.A.'s hospitality was appreciated and thanked Mr. Levien and his colleagues for the wonderful time that they had given everyone. A photograph of Bulwark was then presented to Mr. Levien by the Captain as a token of their gratitude.

A cabaret then followed which was provided by B.I.A. Bulwark, fortunately had some of their Concert Party members present and P.O. McNulty and Lieut.-Cdr. Holt helped to carry on the happy spirit. The party finally ended at 10 o'clock and the coaches left Beckenham for Portsmouth with the Bulwark contingent, who were full of the wonderful hospitality that had been shown to them by their friends of the British Insurance Association.

## H.M.S. SCORPION

COMMISSIONING IN Portsmouth in mid-April we finished our working-up period in the Mediterranean with an intensive three-day exercise immediately prior to the first Summer Cruise.

Port Said provided the opportunity of sending thirty of the ship's company to visit Cairo and the Pyramids; and the Army at Port Said provided sustained and very adequate entertainment during our week's stay, including an impressive Queen's Birthday Parade. A long week-end in Famagusta was used to put in some much-

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needed regatta practice but this was of no avail when it came to the day. Sad to say, Scorpion failed to acquire any laurels in the Fleet Regatta held at Marmarice, but on the credit side it must be stated that the ship has an undefeated water polo team and, judging from the numbers who scaled the heights around the bay, several potential Everest teams.

The cruise was then complete but Scorpion returned to Cyprus and carried out a week's patrol before returning to Malta.

At the end of July the ship visited Palermo in Sicily for four days. A sirocco put the shade temperature on the deck up to 104°F and the only relief was the sea where the temperature was a modest 85°. The day following our return to Malta we put to sea again undecided as to whether to fly "We always sail on Sunday" or "Star of Sliema" to bring back the passengers and mail stranded by the accident to the 'Star of Malta'.

At Syracuse whilst waiting for the boat-train four of our gallant sailors found themselves on an open-air stage in front of an audience of about 30,000 expected to give a speech in Italian. Their mumbled 'gratis' was broadcast to an expectant nation and they were presented with a decorated donkey and cart. Despite the fact that it was August Bank holiday they unfortunately declined to return to the ship with their Hampstead Heath trophy.

What the ship's cook did in honour of the occasion was a marvel of hospitality, even to the very exciting birthday cake.

The whole ship's company had played their spontaneous part to make most memorable the baptism of Alison Morag.

### U.C.W.E.

FROM TIME to time you may pick up your daily paper and read that a mine or unexploded bomb has been washed up or brought in by a trawler. What is the routine followed by the Naval authorities on such an occasion? In the first place the Local Command sends experts to determine the actual nature of the weapon. For example, if it is a mine they will ascertain if it is an acoustic, magnetic or contact mine. If this cannot be determined readily a team from the Underwater Counter-Measures and Weapons Establishment, Havant, is called in.

On Saturday, June 11, such an instance occurred. A mine was brought into Folkestone by a trawler and was deposited near the beach. Nore Command was informed and a team was

sent to the spot to inspect the mine. It was high water; the mine was covered by about sixteen feet of water. A diver was sent down and his report suggested that it was a magnetic mine.

Lieut.-Cdr. L. G. Gutteridge, R.N. (Retd.), U.C.W.E., was at home when he received the message ordering him to Folkestone to render the mine safe. With what tools he thought would be necessary, he left for Folkestone in his car.

This is the story he told me: "When I arrived at Folkestone at about 22.30 with Mr. Ray, Nore Command Mine Disposal Officer, the surrounding area had already been evacuated by the police. The tide had gone out by then but there was still about three feet of water covering the mine. We rolled it up on to the beach and from the characteristic dull thumping noise which it made when moved, as the jimballs inside met their stops, we were able to identify it as a magnetic type M1 or M2.

"After inspection we agreed that it was a German D type mine and set about trying to remove the primer, but since it had been dropped sometime in 1942 the screws were very corroded. A possible alternative method was to remove the fuse from the opposite side of the mine, and this was attempted using a small hand drill borrowed from the police. This attempt was abandoned when it became necessary to drill too near the explosive. Once more we turned our attentions to the primer and by judicious use of the hand drill and chisels, we were able to withdraw the primer and render the mine safe."

Lieut.-Cdr. Gutteridge showed me some of the tools, all non-magnetic, which he had used during the operation. I examined two large spanners with their claws ripped out, and a wrench whose pivot hole was a decided egg shape, such was the force that had been exerted on it.

The skill which is required for an operation of this kind, which to the layman may appear simple and straightforward is acquired only after many years' experience.

B.B.C. reporters were in the vicinity when this incident occurred and many readers may have seen it on television.

Lieut.-Cdr. Gutteridge was the officer in charge of the mine disposal operations in Dunkirk harbour at the end of the war.

Have you renewed  
YOUR  
ANNUAL  
SUBSCRIPTION?



Ships of Home and Mediterranean Fleets during exercises

### H.M.S. BARON

SHIPS OF four Commonwealth Navies are assembled here at Trincomalee for joint exercises, and the harbour has at last become to look like a real Navy harbour. Mooring buoys do not look so lonely as they did a few weeks ago and every one of them has either a frigate or destroyer with them, reminding one of a little dog sniffing at a tin. But that is a colourful scene when the ships are in harbour; today the ships are out to sea leaving H.M.S. Baron a lonely but proud ship flying the flag of the Commander-in-Chief, East Indies Station.

Stranger things are said about Baron while out at sea. This we will soon find out when she goes to Colombo for docking and refit in October.

The ship has seen quite a few new faces these last few days. A party of Indian divers are on board daily and they love to go through the recompression chamber which is on board the ship because we have two submarine exercising with the various fleets. The First Lieutenant of the ship, who is a boatswain, is being kept busy with a party of chiefs from the Indian Navy learning a little about boom defence.

The Royal Naval Recreational Grounds are a hive of activity with inter-Navy fixtures in soccer, hockey, cricket, tennis, volley-ball and tug-of-war. Cheered to the echo by a multi-

tude of officers and ratings, and also civilians, both victors and vanquished perform their feats to make the exercise period a season brimful of cheerfulness and happy memories.

The canteens are packed to capacity, with most people drinking Tiger—perhaps a little sad for the United Kingdom beer exporters.

The Danish gym team crowned their world tour with a performance for the Fleet, and since we saw that show we are wondering if a P.T.I. could be posted to Baron.

So we say farewell from this island, described as the Pearl of the Indian Ocean.

R. J. K.

### Portsmouth R.N. & R.M. Gunnery Instructors' Association

#### SEMPER STRENUISMA

REVIEWING THE first half of 1955, the Association has passed through a somewhat active and varied phase.

Our activities at the very beginning of the year have already gone to press in a previous edition, therefore the outstanding functions which come readily to mind are our Ladies' Night Dinner and Dance, held at the Rock Garden Pavilion, Southsea, on Friday, April 23, and our trip to the Royal Tournament at Earl's Court, in support of the

Portsmouth field gun crew, on Saturday, June 11. Our party consisted of just over 200 members and their friends, who all spent a really enjoyable day. Other social activities have also taken place during this period, and although perhaps not quite so outstanding have been none the less as noteworthy and enjoyable.

Between now and Christmas we shall be holding other social events. And talking about Christmas reminds us that once again we must start preparations for our children's Christmas party.

Our oldest member, Mr. R. C. Harrison, of 45 Alver Road, Gosport, celebrated his 90th birthday on Friday, August 26, 1955; it is perhaps interesting to note that he joined the Royal Marine Light Infantry in 1882 and was discharged to pension in 1903 after a very interesting, active and varied 21 years' service.

I am able to report that our membership continues to increase and that we are always glad to welcome any R.N. or R.M. gunnery instructor or ex-gunnery instructor into the brotherhood of our Association.

R. H. R.

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**FULLY FURNISHED FLAT** with own kitchen, 2 guineas weekly, no children.—38 Shaftesbury Road, Southsea (opposite Queen's Hotel).

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**LARGE** front double sitting-room, newly decorated, well furnished, separate kitchen with gas cooker, own meter, use bath; 24 guineas, including electricity; vacant September 7.—5 St. Ursula Grove, off St. Andrew's Road, Southsea.

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**TWO FURNISHED ROOMS,** use kitchen, bathroom, vacant September 17, permanent, unsuitable children.—Call evenings, 173 Prince Albert Road, Milton.

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**TWO FURNISHED ROOMS** to let.—Mrs. Oldreive, 43 Frogmere Road, Milton.

**WELL-FURNISHED** newly decorated flat, quiet road, Southsea: large lounge, large kitchen-breakfast room, bedroom, bathroom, separate w.c.—Phone 5828, after 2 p.m.

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**TO LET,** 228 Hayling Avenue, Copnor, double furnished bed-sitting-room, use kitchen, bathroom; no linen; no children.

**FLAT,** fully furnished, Southsea, 3 bedrooms, sitting/dining-room combined, large nice kitchen, bathroom, etc. Period let, 4 gns. weekly.—Box "Navy News" 13.

**SMALL BUNGALOW** to let, Lee-on-Solent. Furnished, 2 bedrooms, sitting-room, kitchen, bathroom; for two adults, Owner P.O. Nice garden. Near sea, Letters only.—52 Russell Street, Gosport.

**FURNISHED BEDROOM.** Sitting-room, use bath and kitchen. No children.—Apply 8 Old Rectory Road, Farlington.

**TWO WELL-FURNISHED ROOMS,** use of large kitchen and bathroom; no linen. Not suitable for children, 47s. 6d., weekly, including electricity and gas.—Box "Navy News" 14.

**WIDOW** (40), refined, seeks post Cook/Housekeeper-Companion for gentleman; help for rough. Good testimonials.—Box "Navy News" 15.

**BED-SITTING-ROOM,** radio, use bathroom, every convenience; convenient for buses to all parts of the city; reasonable terms; suit naval officer.—Apply: 203 London Road, Cowplain.

## HOLIDAY ACCOMMODATION

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**SOUTHSEA.**—Norfolk House, 29 Hampshire Terrace: bed and breakfast, moderate.—Phone 74151.

**ACCOMMODATION.**—Bed and breakfast and evening meal, from October 1 to March 31, £2 10s. per week.—Norris, 58 Whitwell Road, Southsea. Phone 32686.

**HOLIDAYS** or longer. Small 3-roomed bungalow, large garden.—Adams, "Hawthorns," off South Road, Horndean.

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**HOUSE** in St. Peter's Grove, Southsea: 8 rooms; £2,500 or near offer. View by appointment.—Box "Navy News" 10.

**SEMI-DETACHED HOUSE,** 21 St. Anne's Crescent, Gosport: 2 bedrooms, 2 reception rooms, kitchen, indoor w.c.; garage, garden; £900.

**SMALL** 4-bedroomed house, room for bath, fully furnished; £700 cash.—Box "Navy News" 8.

**ATTRACTIVE DETACHED BUNGALOW,** set well back, overlooking London Road, Waterlooville (residential area). Pleasantly situated, matured garden and fruit trees, front veranda, 3 bedrooms, dining lounge, large half-tiled kitchen, breakfast room, bathroom, separate w.c., radiator in hall, immersion heater; detached garage; price £3,600 or near offer.—Phone Waterlooville 2079. Owner, E. Grant, 239 London Road, Waterlooville, Hants.

**SOUTHSEA, nr. Circle.** Attractive small house, reconditioned regardless of cost; owner now posted to new appointment before occupying. Large new double garage. Vacant possession £3,500.—Box "Navy News" 11.

**FREEHOLD,** £1,250 o.n.o. Bay and forecourt, 2 reception, 2 bedrooms, bathroom, kitchen, back house and nice little garden, hall and front staircase. Rateable value £16 p.a. Near Gosport W.M. Hospital View any time by appointment.—Apply 26 Arundel Road, Gosport.

**38 EAST CROFT ROAD, GOSPORT.** Semi-detached bungalow, 3 bedrooms, lounge/dining-room, kitchen, bathroom, multi-point Ascot conservatory, radiator front and rear. Price £1,695. Rateable value £16. View evening.

**HAYLAND 14 ORCHARD ROAD.** Detached, 3 bedrooms, bathroom, 2 reception, breakfast-room, kitchen, 2 w.c.s., pleasant garden, space for small garage. Appointment to view.

**FOR SALE FREEHOLD,** £2,500. Tudor cottage, modernised, stone, slate, all electric; 3 bedrooms, 2 living-rooms, kitchen, conservatory, bathroom, high-flush sanitation, septic tank, private well, 3 subterranean springs, unlimited water, served automatic pump. Garage, outbuildings. Trout stream through grounds, acre full-bearing. River Fowey 5 minutes walk; trout, salmon fishing. East Cornwall hunt. Telephone shortly.—Box "Navy News" 12.

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**CARAVAN** to let, long or short periods, six berth, separate kitchen, fitted with Calor gas stove and all conveniences, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply Mrs. A. K. Whittaker, 58 First Avenue, Farlington, Cosham.

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**EASTBOURNE COLLEGE** require a houseman. The duties would be cleaning and stoking boilers. The post is resident and applicants should be single.—Further details can be obtained from the Bursar of Eastbourne College, Old Wish Road, Eastbourne.

## CHANGE PORT DIVISIONS

**CHATHAM R.E.A.3** looking for equivalent Portsmouth rate to change Port Divisions. Any one interested, please contact R.E.A. Kimber, 51 Mess, H.M.S. Collingwood.

## TRADE

**DECLARE** your allotment wisely. Did you know that a small amount allotted from your pay now will ASSURE you of a house in the future, with little or no deposit? Advice freely given and without obligation.—Apply J. Hutchinson, Insurance Brokers (Southern) Ltd., 21 London Road, Purbrook, Phone Waterlooville 3416.

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**TAXIS, AJAX.** Phones: 4304, 71240. 24-hour service.—10 Hyde Park Road (close Guildhall)

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## MISCELLANEOUS

**FARLINGTON KINDERGARTEN.** Children 3½ years. (Qualified teachers).—J. Oughton, The Carlton Club, Portsdown Avenue.

# Camp at Hanging Langford

IDEAL WEATHER conditions—the finest for the past five years—were enjoyed by the Victory Cadets at their annual camp, held this summer at Hanging Langford, near Salisbury, from August 8 to 19.

Excellent work was performed by the advance party, under the capable leadership of Senior Commissioned Gunner J. Rose, R.N., who, as everyone who is acquainted with the activities of the cadets is aware, has been

an enthusiastic organiser in his capacity as officer in charge of the boys.

The camp site was located amidst some of the loveliest countryside in Southern England (the actual grounds being provided by Capt. McWilliams, R.N.) and offered fine facilities for hiking, swimming and organised sports, which, one may be sure, were fully exploited during this sunny period.

The cadets began their day at six in

the morning with a two-mile run along the banks of the lovely River Wylie (what appetites for breakfast resulted!), after which camp chores were performed with a will. The remainder of the day was devoted to those organised pursuits so dear to every young lad's heart.

A keen tussle occurred when the Salisbury cadets challenged our own party to an inter-athletic match on the Saturday. The former came off best by some 20 points. After the contest tea was provided for the visiting team, who showed their appreciation by rendering a lively musical interlude.

## KEEN COMPETITION

Still on the subject of sport, a resounding victory was enjoyed by the cadets when they played the instructors at cricket. The instructors were all back in the pavilion for three runs. However, revenge is sweet, and the instructors carried the next day by beating the boys at football to the tune of nine goals to one.

Parents were given the opportunity of seeing their sons under canvas on Sunday, the 14th, when they were invited to visit the camp. The guest of honour was C. L. G. Evans, Commodore of Royal Naval Barracks, Portsmouth, who displayed a keen interest in the boys' activities and was conducted on an informal tour of inspection by the officer in charge.

One of the main high-lights of the fortnight took place when the campers were conducted over the liner R.M.S. Andes, a fascinating experience for these future men of the Royal Navy. Grateful acknowledgement for this event must be accorded to Capt. McWilliams, who organised and financed the entire expedition.

Camp was struck in an atmosphere of youthful hilarity, all instructors undergoing the ordeal of being "tossed in the blanket," and it was with sincere regret that camp personnel waved good-bye to the "village belles" who had turned out in force to wish them God-speed.

As a tail-piece, the cadets' achievements in the Portsmouth Command from 1954 to date are worthy of mention: Field-Gun Competition, first place; Cross Country Marathon, first place; Aquatic Sports, first place; Command Boxing Tournament, first place; Cricket, first place shared with H.M.S. Dolphin; Football League, second place.

J. Ward-Wywill

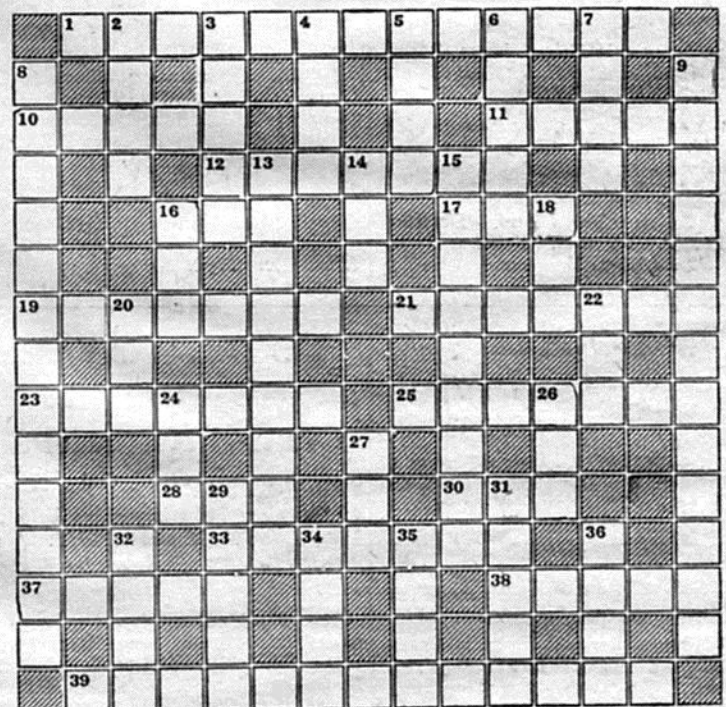
# Navy News Crossword—No. 14

A prize of £1 1s. will be given for the first correct solution opened on August 18

The winner of last month's Crossword was:

P. L. Simmons, Ch. Elect., P/MX 759201, 50 Mess, H.M.S. Collingwood

to whom a cheque for one guinea has been sent.



## CLUES ACROSS

- What the Commander wrote about the bus queue? (8, 5).
- A fabulous penman? (5).
- Make a temporary home (5).
- Order to a rating to find the answer? (7).
- Short authority on the river (3).
- A girl of pallid aspect? (3).
- Slew Ray (anag. 7).
- Make a hole in the ground before the Sappers go aboard (7).
- In France, of Biblical pamphlet (7).
- Usually the second best team (3, 4).
- Letter of credit? No. It sounds the opposite (3).
- Animal (3).
- I appear before little Diana, but Father is all confused about us. Throw some light on it.
- Perform (5).
- Irish cunning? (5).
- How this all started (4, 3, 6).

## CLUES DOWN

- Job (4).
- Country (5).
- Animal (4).

- Tripartite country of old (4).
- Angry (5).
- Backwash? (4).
- Company scaled (anag. 7, 6). Up the pole?
- What the Commodore's new gardener put in? (7, 2, 4).
- Not a stanchion on Sydney's "Hill" (9).
- Bird found in low-lying marshes (3).
- A coat of 516,500 colours might have these (5, 4).
- After-name of him whose pay came from Peter? (3).
- Town of N.B. (3).
- Cough-drop, colloquially (3).
- River of one letter? (3).
- Part of town of S.A. (3).
- Sounds like a line for 27 (3).
- See 26 (3).
- Replace a watch (5).
- The waste-water pipe has turned into the river (5).
- Town on Continent? All except one (4).
- The first person sped into the country (4).
- Might be maid of zinc alloy (4).
- Put finishing touches to extra emoluments (4).

## BRICKWOODS GLOSSARY OF NAVAL TERMS: No. 2

### TAKING GULPERS



... BUT HOWEVER YOU LOOK AT IT

THE BEST BEER

IN ANY LANGUAGE IS ...

# BRICKWOODS



# SPORTS PAGE

## INTER-SERVICES ATHLETIC CHAMPIONSHIPS

THE FOLLOWING are the individual results of the Royal Navy team in the above championships, held at Aldershot, on July 20th, 1955:

**Pole Vault.**—5th, Sub-Lieut. Henricus (Nore), 10 ft. 6 ins. Winner: F/O. Elliott, R.A.F., 13 ft. 0½ in.\*

**Hammer.**—1st, A. A. Valentine (Air), 176 ft. 8 ins. (New Inter-Services Record); 6th, C.P.O. Morris (Air), 143 ft. 6 ins.

**220 Yards.**—5th, Sub-Lieut. Carter (Air), 23.1 secs.; 6th, P.O. Buck (Ports.), 23.4 secs. Winner: F/O. Sandstrom, R.A.F., 22.2 secs.

**Hop, Step and Jump.**—4th, L./Sea. Glover (Ports.), 44 ft. 3½ ins.; 5th R.E.M. Green (Air), 44 ft. 3 ins. Winner: Bdr. Wyers, Army, 45 ft. 9½ ins.

**Three Miles.**—5th, E.A. Joyce (Air), 15 mins. 4.8 secs.; 6th 2nd/Lieut. Donnelly (Ports.), 15 mins. 14 secs. Winner: L.A.C. Ibbotson, R.A.F., 13 mins. 52.8 secs.\*

**880 Yards.**—5th, Sub-Lieut. McLaren (Ports.), 2 mins. 0.2 secs.; 6th, App. Docherty (Ports.), 2 mins. 0.2 secs. Winner: Pte. Henderson, Army, 1 min. 54.8 secs.\*

**Discus.**—5th, C.P.O. Johnson (Ports.), 106 ft. 10 ins.; 6th, E.A. Winchester (Ply.), 104 ft. 11 ins. Winner: P/O. M. Pharoah, R.A.F., 161 ft. 10 ins.\*

**120 Yards Hurdles.**—5th, App. Arrow (Ports.), 16.1 secs.; 6th, A.A. Oulton (Air), 18.2 secs. Winner: S./Sgt. Bradley, Army, 15 secs.

**100 Yards.**—5th, P.O. Buck (Ports.), 10.4 secs.; 6th, Lieut. Sinclair (Ports.), 10.6 secs. Winner: F/O. Sandstrom, R.A.F., 9.8 secs.

**High Jump.**—2nd/Lieut. Madan (Air), 5 ft. 10 ins. Winner: L.A.C. Stewart, R.A.F., 5 ft. 11 ins.

**One Mile.**—5th, P.O. Sharp (Ports.), 4 mins. 20.6 secs.; 6th Lieut. Mitchell (Ply.), 4 mins. 32.4 secs. Winner: Bdr. Hewson, Army, 4 mins. 6.6 secs.

**Javelin.**—4th, Sgt. Williams (Nore), 180 ft. 2 ins.; 6th, App. Keld (Ports.), 149 ft. 9 ins. Winner: Lieut. Hughes, Army, 201 ft. 1 in.\*

**Long Jump.**—1st, Lieut. Moss (Ports.), 21 ft. 4½ ins.; 6th, L./Sea. Glover (Ports.), 20 ft. 9½ ins.

**440 Yards Hurdles.**—1st String.—3rd, Mid. Marshall (Ply.), 58.1 secs. Winner: Sgt. Thomas, Army, 55.5 secs.\*

**2nd String.**—2nd, App. Docherty (Ports.), 59.9 secs. Winner: Sgmn. Kelly, Army, 56.6 secs.

**Weight.**—3rd, L.E.M. Champion (Ports.), 44 ft. 1 in.; 4th, P.O. Wieland (Nore), 43 ft. 7 ins. Winner: L.A.C. Carr, R.A.F., 46 ft.

**3,000 Metres Steeplechase.**—5th, L./Sea. Haskell (Ports.), 10 mins. 13.8 secs.; 6th, N.A. Chambers (Air), 10 mins. 35.4 secs. Winner: Cpl. Dunkley, R.A.F., 9 mins. 23.8 secs.\*

**440 Yards.**—5th, L.R.E.M. Huddleston (Air), 51.8 secs.; 6th, Lieut. Nairne (Ports.), 53 secs. Winner: J/Tech. Smith, R.A.F., 50 secs.

**4 x 110 Yards Relay.**—3rd, Royal Navy Team (Team: P.O. Buck (Ports.), E.M. Ross (Ports.), L./Sea. Shelton (Ports.), Lieut. Sinclair (Ports.). Winner: R.A.F., 43.1 secs.

### Team Placings:

- 1st—R.A.F., 161 points.
- 2nd—Army, 144 points.
- 3rd—Royal Navy, 75 points.
- \* New Inter-Services Record.

### Women

**High Jump.**—3rd, Wren Scarff, 4 ft. 8 ins.; 5th, Wren Purdy, 4 ft. 7 ins.

**100 Yards.**—2nd, Wren Morrison, 12 secs.; 4th, Wren Pimm, 12.2 secs.

**80 Metres Hurdles.**—3rd, Wren Kelly, 11.6 secs.; 5th, Wren Rudd, 11.9 secs. (Both beat previous Inter-Services Record.)

**4 x 110 Yards Relay.**—2nd, W.R.N.S.

**220 Yards.**—3rd, L./Wren Cartwright, 28.3 secs.; 4th, L./Wren Rudd, 28.4 secs.

**Long Jump.**—1st, Wren Morrison, 18 ft. 0½ in. (New Inter-Services Record); 6th, Wren Scarff, 14 ft.

**Javelin.**—3rd, P.O. Wren Gann 93 ft. 5 ins.; 5th, Wren Strang, 84 ft. 11 ins.

### Team Placings:

- 1st—W.R.A.F., 64 points.
- 2nd—W.R.N.S., 42 points.
- 3rd—W.R.A.C., 23 points.

The under-named were awarded their "Colours" for the season:

L.E.M. Champion (Ports.), 2/Lieut. Donnelly, R.M. (Ports.), N.A. Chambers (Air), Sub-Lieut. Henricus (Nore), P.O. Wieland (Nore), L.R.E.M. Huddleston (Air), App. Keld (Ports.), Mid. Marshall (Ply.), Sub-Lieut. McLaren (Ports.), C.P.O. Morris (Air), Lieut. Moss (Ports.), E.M. Ross (Ports.), L./Sea. Shelton (Ports.), E.A. Winchester (Ply.).

**66½ Yards Free Style.**—1st, Sub-Lieut. Andrews (Air), 36.6 secs.; 2nd, N.A. Sholl (Air), 36.8 secs.; 3rd, S.B.A. Holloway (Ply.); 4th, L.S.B.A. Smith (Po.); 5th, App. Duckett (Nore); 6th, Sub-Lieut. Dowling (Po.); 7th, Mne. Gould (Po.); 8th, L./Stwd. Archer (Ply.), 38 secs.

**220 Yards Free Style.**—1st, O.A. Smith (Ply.), 2 mins. 27 secs.; 2nd, Mid. Barrow (Po.); 3rd, L./Sea. Gibson (Po.); 4th, L./Patlmn. Summers (Ply.).

**Diving—Firmboard.**—1st, E.M. Panayi (Nore); 2nd, L./Wtr. Painter (Nore); 3rd, L./Sea. Clarke (Indvl.); 4th, P.O. Stevenson (Ply.).

**Diving—Springboard.**—1st, L./Wtr. Painter (Nore); 2nd, E.M. Panayi (Nore); 3rd, L./Sea. Stevens (Po.); 4th, Ord. Sea. Drage (Po.).

**Team Relay.**—1st, Portsmouth; 2nd, Plymouth; 3rd, Nore; 4th, Air.

**Water Polo Semi-Finals.**—Plymouth 8, Portsmouth 7; Nore 9, Air 4.

**Final.**—Nore 8, Plymouth 6.

**Team Placings.**—1st, Portsmouth, 37 points; 2nd, Plymouth, 30 points; 3rd, Nore, 28 points; 4th, Air, 5 points.

The standard of swimming has greatly improved, no fewer than 28 standard medals being awarded at this meeting alone.

### Women

**100 Yards Free Style.**—1st, Wren Lynn (Po.), 82.5 secs.; 2nd, L./Wren Cruickshank (Nore); 3rd, Wren Goodwin (Air); 4th, P.O. Wren Barrister (Air).

**66½ Yards Back Stroke.**—1st, Wren Earl (Air), 58.3 secs.; 2nd, Wren Smith (Po.), 59 secs.; 3rd, Wren Goodwin (Air); 4th, Wren Keogh (Nore).

**66½ Yards Breast Stroke.**—1st, Wren Adams (Air), 57.5 secs.; 2nd, Wren Keogh (Nore); 3rd, Wren Glass (Air); 4th, Wren Lewis (Po.).

**33½ Yards Free Style.**—1st, Wren Day (Air), 20.9 secs.; 2nd, Wren Crossley (Po.); 3rd, Wren Lynn (Po.); 4th, Wren Earl (Air).

**Medley Relay.**—1st, Air, 1 min. 16 secs.; 2nd, Portsmouth; 3rd, Plymouth; 4th, Nore.

**Team Relay.**—1st, Air, 1 min. 32 secs.; 2nd, Plymouth; 3rd, Portsmouth; 4th, Air.

**Diving—Firmboard.**—1st, Wren Lysart (Air); 2nd, L./Wren Cruickshank (Air); 3rd, Wren Allison (Nore).

**Diving—Springboard.**—1st, Wren Lysart (Air); 2nd, Wren Allison (Nore); 3rd, Wren Lewis (Po.).

**Team Placings.**—1st, Air, 49 points; 2nd, Portsmouth, 25 points; 3rd, Plymouth, 12 points; 4th, Nore, 11 points.

## HOME FLEET SPORTS

HOME FLEET ships are now assembling at Invergordon at the start of the Autumn Cruise, during which the following Fleet competitions will be held:

**Athletics.**—September 9 and 10 at Invergordon.

**Rugby K.O. Competition.**—September 5-14 at Invergordon.

**Cross-Country Championships.**—October 22 at Rosyth.

**Novices' Boxing Championships.**—October 30, 31 and November 1 at Rosyth.

In addition, various Home Fleet trial and friendly matches are being arranged in preparation for the visits to foreign ports, together with a series of sports examinations for those wishing to qualify as officials.

## HOCKEY

### UNITED SERVICES HOCKEY CLUB

THE ANNUAL General Meeting of the United Services Hockey Club will be held on Tuesday, 30 August, at 1700 in the Pavilion of the United Services Officers' Ground.

The Agenda will include the Election of Officers and Selection Committee for the coming season.

It is hoped that all officers interested in playing hockey this season will attend.

U.S. Hockey Trials will be held on the following dates, commencing at 1700 on the United Services Officers' Ground: Monday, September 12; Tuesday, September 13; Thursday, September 15; Tuesday, September 20.

The team for the first match versus Surbiton on Saturday, September 24, will be selected after the final trial.

Any officer wishing to play in the trials should forward his name to the Hon. Team Manager, Inst. Lieut. N. C. Holt, H.M.S. Excellent (Tel.: Dockyard 5251) by Monday, September 6.

A book will be placed in the U.S. Pavilion in which names may be inserted.

Trial teams will be promulgated by signal during the week commencing September 5.

## ROYAL NAVAL SWIMMING CHAMPIONSHIPS

THE FOLLOWING are the results of the above championships held in Ganges on July 20 and 21, 1955:

### Men

**100 Yards Butterfly.**—1st, E.R.A. Viney (Nore), 69.4 secs.; 2nd, Inst. Lieut. Iliffe (Ply.), 75.4 secs.; 3rd, P.O. K. Ogden (Po.), 75.5 secs.; 4th, E.R.A. Gooderham (Po.), 76 secs.

**440 Yards Free Style.**—1st, O.A. Smith (Ply.), 5 mins. 25.5 secs.; 2nd, Mid. Barrow (Po.), 5 mins. 45 secs.; 3rd, Ord. Sea. Stevenson (Ply.); 4th, P.O. White (Po.).

**100 Yards Free Style.**—1st, S.B.A. Holloway (Ply.), 58.5 secs.; 2nd, Sub-Lieut. Andrews (Air), 59 secs.; 3rd, L.S.B.A. Smith (Po.); 4th, Mne. Gould (Po.).

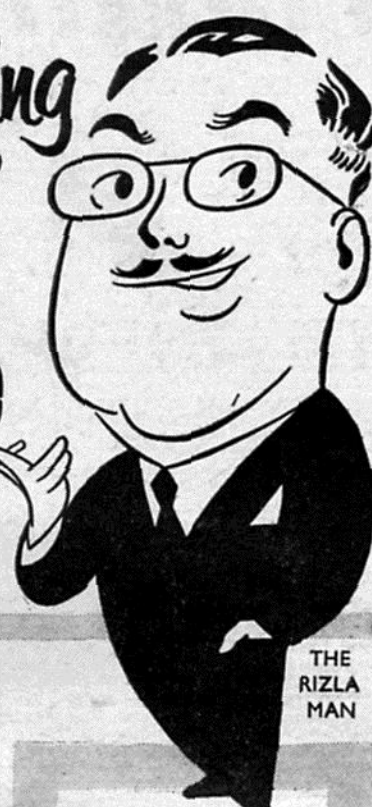
**100 Yards Back Stroke.**—1st, Sub-Lieut. Dowling (Po.), 66.7 secs.; 2nd, L./Stwd. Archer (Ply.); 3rd, Sht. Richards (Nore); 4th, E.R.A. Smith (Po.).

**100 Yards Breast Stroke.**—1st, A.B. Purkiss (Po.), 74.5 secs.; 2nd, P.O. Wtr. Smith (Nore); 3rd, Inst. Lieut. Iliffe (Ply.); 4th, App. Bishop (Nore).

"You've nothing  
to lose!"

says

Mr More  
for Less



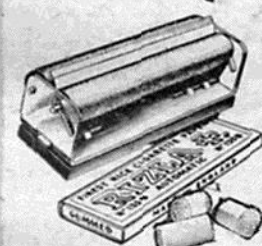
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## ROYAL NAVAL LAWN TENNIS CHAMPIONSHIPS

THE FOLLOWING are the final results of the Navy Championships held at the All England Lawn Tennis and Croquet Club, Wimbledon, between August 1 and 6, 1955:

**Open Singles.**—Lieut.-Cdr. W. W. Threlfall beat Sub-Lieut. A. M. Norman, 6-3, 6-3.

**Open Doubles.**—Capt. W. D. Muspratt and Lieut.-Cdr. W. W. Threlfall beat Cdr. A. P. Pellew and Cdr. C. R. Bax, 6-3, 6-1.

**Ladies Singles.**—First Officer N. A. Swainson beat Wren A. Clark 1-6, 9-7, 6-3.

**Ladies Doubles.**—Miss B. G. Beazley, V.A.D. Commandant, and First Officer N. A. Swainson beat Third Officer D. Baldwin and Wren J. Medwell, 6-3, 6-1.

**Junior Singles.**—2nd Lieut. D. G. Trentham, Royal Marines, beat Coder A. K. Pring, 6-3, 6-3.

**Junior Doubles.**—Coder A. K. Pring and Ord. Sea. A. W. Jackson beat Coder N. P. Clegg and A.B. J. R. S. Oke, 6-0, 6-4.

**Veteran's Singles.**—Capt. P. F. M. Dawson beat Capt. J. H. B. Herbert, 7-9, 6-4, 7-5.

**Veteran's Doubles.**—Capt. P. F. M. Dawson and Capt. R. H. Rump beat Capt. J. H. B. Herbert and Capt. A. Lade, 6-3, 6-1.

**Plate Singles.**—A.B. J. R. S. Oke beat Coder M. P. F. Blakiston, 6-4, 6-4.

**Plate Doubles.**—Lieut.-Cdr. G. McC. Jude, R.A.N., and Lieut.-Cdr. J. L. Hanna, R.A.N., beat Inst.-Lieut. T. D. Eastop and Cadet R. E. M. Greenop, 6-4, 6-1.

## CRICKET

### W.R.N.S. INTER-COMMAND CHAMPIONSHIPS — RESULTS

The results of the W.R.N.S. Inter-Command Cricket Championships held at R.M. Barracks, Eastney, and H.M.S. Excellent on July 1 and 2, 1955, were as follows:

Air 81-4 v. Plymouth 21.  
Portsmouth 62-8 v. Nore 77-6.  
Finals: Air 79 v. Nore 65.

The following have been selected to play for the Royal Navy in the Inter-Services matches:—

Third Officer Hewitt—H.M.S. Dauntless.

P.O. Wren Picken—H.M.S. Dauntless.

Third Officer Baynes—H.M.S. Pembroke.

P.O. Wren Simpson—H.M.S. Mercury.

Wren Purdy—H.M.S. President.

Wren Blatchford—R.N.A.S. Yeovilton (Captain).

Wren Disbury—R.N.A.S. Yeovilton.

Wren Strood—R.N.A.S. Yeovilton.

Wren Morris—R.N.A.S. Abbotsinch.

Wren Strang—R.N.A.S. Eglinton.

Wren Wilson—H.M.S. Sea Eagle.

L./Wren Jones—H.M.S. Dauntless (XIIth man).

## RUGBY

### UNITED SERVICES RUGBY FOOTBALL CLUB

TRIAL MATCHES are being played at the United Services Officers' Recreation Ground, Burnaby Road, on Monday, September 5, at 17.30. Wednesday, September 7, at 14.30. Saturday, September 10, at 14.30.

All officers and ratings who wish to take part in these trial games should inform the Honorary Secretary:

Inst.-Lieut.-Cdr. J. E. Holt, Victoria Barracks, Southsea. Tel. No. Dockyard 3121 Ext. 7.